

The Rhodesian Graphic Jubilee Number

SOUTHERN RHODESIA



1890 ~ 1950

A Record of Sixty Years' Progress

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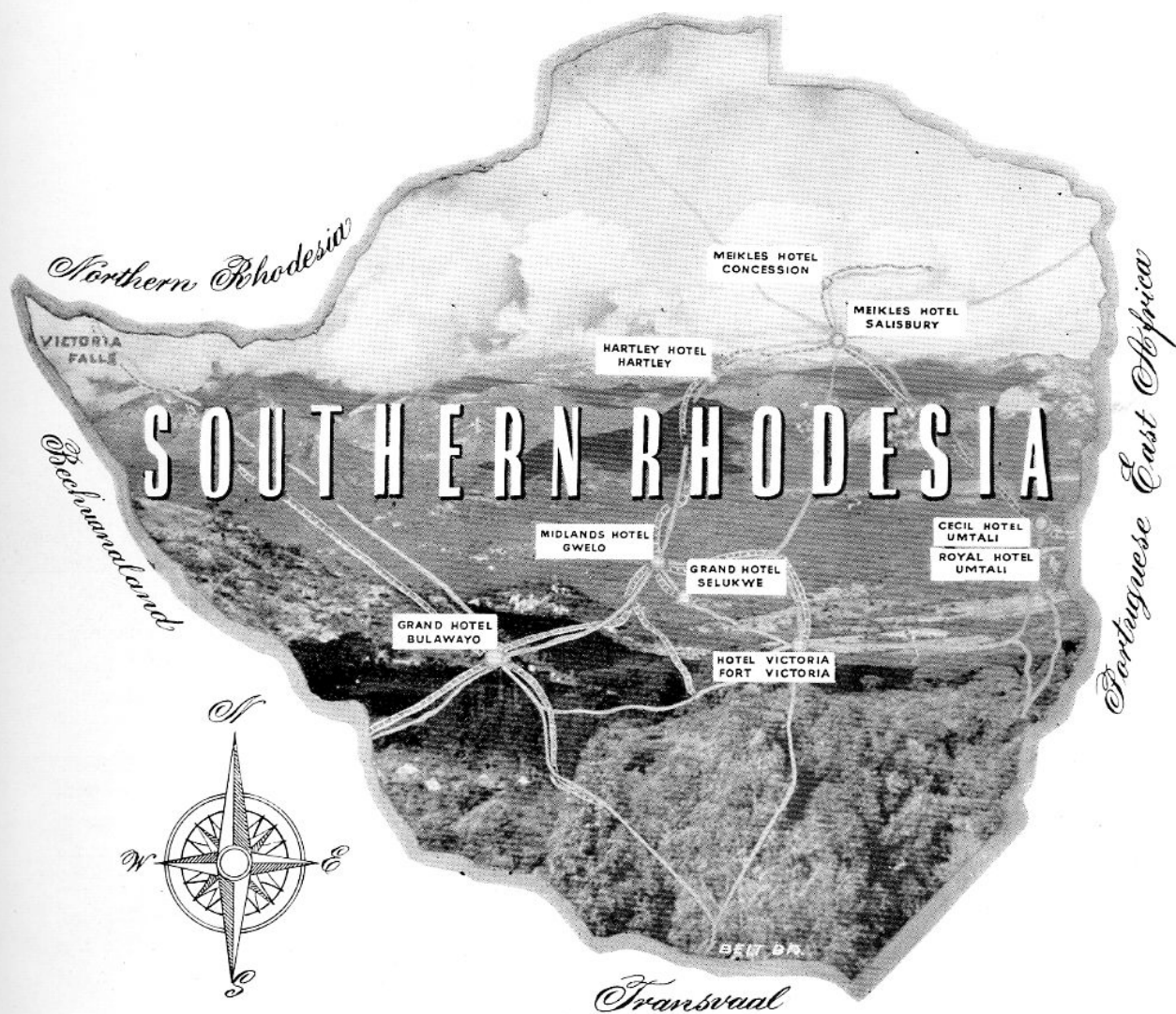
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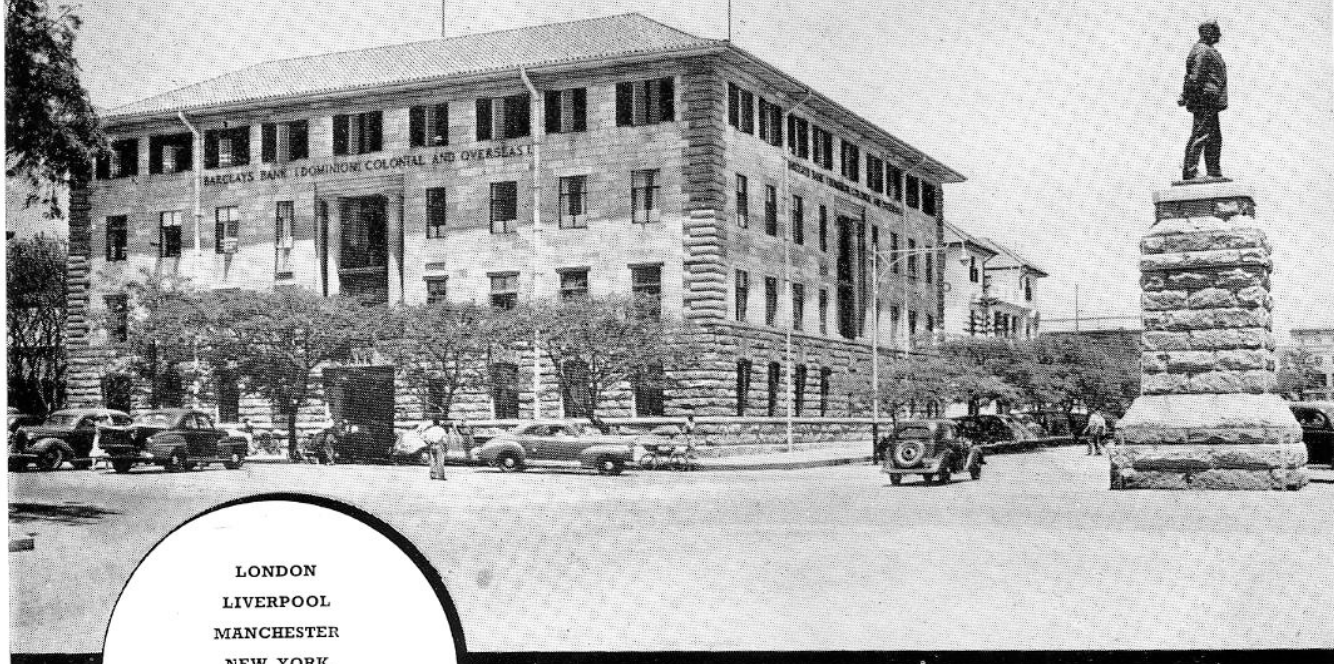
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Symbol of the development that has occurred since the comparatively recent pioneering days of Rhodes and his collaborators, is the imposing building erected by the Bank to house its Bulawayo branch.

This is one of seventeen branches at the more important centres in Southern and Northern Rhodesia; the Bank's network of over 500 branches extends to every town of importance in South and East Africa and to the many countries named in the margin.

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From COMPANY'S COLONY to NEAR-DOMINION

Southern Rhodesia's Constitutional Advance

By

THE RIGHT HONOURABLE SIR GODFREY HUGGINS

C.H., K.C.M.G., F.R.C.S., M.P.



SIXTY YEARS AGO SOUTHERN Rhodesia, as such, did not exist; today, after nearly twenty-six years of self-government, she is rapidly approaching the status of a full Dominion with complete control over her own affairs. That is not a bad record for a country which was founded, colonised and developed within the lifetime of many of its citizens.

The first constitutional step which led to the acquisition of the territory between the Limpopo and Zambesi rivers for the British Empire was the grant of a Royal Charter by Queen Victoria to the British South Africa Company on the 29th October, 1889, conferring upon it large powers of administration to carry out the objects for which it was formed. Those objects, briefly, were to give effect to the terms of the Rudd Concession, secured by Charles Dunell Rudd, on behalf Cecil Rhodes from the Matabele King, Lobengula, exactly a year before. The Concession granted to Rhodes the exclusive right to exploit the mineral wealth of Mashonaland, whose fame at that time rested largely on its reputed riches of gold and silver.

Rhodes wanted Mashonaland not merely for its mineral wealth. He had a far greater purpose—the extension of the British Empire in Africa, the acquisition of this valuable territory for its

strategical significance. Its gold was the lodestone that attracted lesser men and the means by which Rhodes hoped to place the venture on an economic basis; his real aims were those of the practical visionary.

He wasted no time once the Royal Charter had been granted. He made a contract with Frank Johnson (later Colonel Sir Frank Johnson) to lead a column into Mashonaland. In those days of inadequate communications and animal transport, things moved slowly, yet within a year Frank Johnson had recruited and organised

a Pioneer Column consisting of a Pioneer Corps of 180 men and a column of British South Africa Company's Police of 500 men, appointed its leaders, arranged for its equipment, and despatched it on its journey. It was a journey into the unknown, but it accomplished its mission successfully and peacefully, and hoisted the Union Jack on the site of present-day Salisbury on the 13th September, 1890, having arrived the previous day, which is the date on which we celebrate Occupation Day.

* *

COLONY'S EARLY DAYS

THE CONSTITUTION of the new territory, as originally defined in the Charter, was amended by a series of Orders in Council in the first few years of the Colony's existence. The Order in Council



THE RIGHT HON. SIR GODFREY HUGGINS, Southern Rhodesia's Prime Minister through 17 years of Peace and War. This photograph was taken when the Prime Minister left by Flying Boat for the Conference of Commonwealth Prime Ministers in London in October, 1948.

LUXURY IN THE HEART OF AFRICA

WHEN you come up each day from the Falls, awed by the thunder of the world's greatest river wonder — thrilled by the splendour of the sunrise, the Lunar Rainbow or, perhaps, the sight of hippo and crocodile . . . pleasantly tired . . . then it is that you fully appreciate the quiet luxury of the Victoria Falls Hotel, its efficient service and its excellent cuisine.



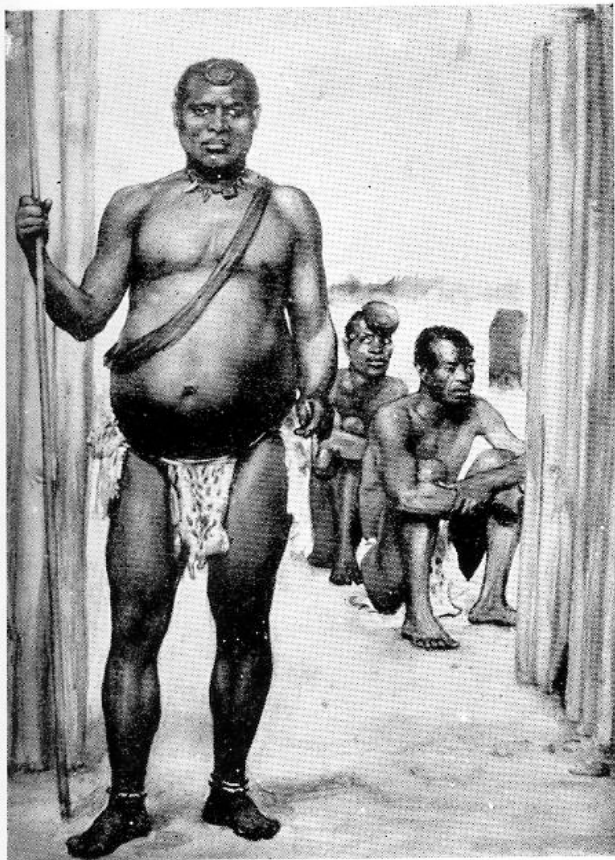
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FIRST ADMINISTRATORS

FOR THE FIRST NINE YEARS OF THE B.S.A. Company's regime, Southern Rhodesia was governed by a one-man Government—the Administrator. The first Administrator, who travelled up with the Pioneer Column, was Mr. A. R. Colquhoun, but he resigned the following year, and was succeeded by Dr. (later Sir) Leander Starr Jameson, popularly known as "Dr. Jim". Jameson, who was Rhodes's right-hand man and closest friend, was an ideal man for a job which at times was both difficult and delicate. He had a free and easy manner, was readily approachable, and interpreted the laws with more common sense than legal profundity, suiting his interpretation to the needs of the moment rather than the letter of the law. But he could act firmly, too. The only white man so far hanged in Southern Rhodesia was sentenced to death by him—for the alleged murder of a travelling companion on the long trek to Salisbury from the South. The evidence was purely circumstantial, and a properly constituted court of law would probably have given him the



LOBENGULA, King of the Matabele, 1870-93.

of the 18th July, 1894, following the conclusion of the Matabele War and the rout of Lobengula's impis, added Matabeleland to Mashonaland and Manicaland to form the present geographical entity of Southern Rhodesia. Another important Order was that of 1898 (following the Matabele and Mashona Rebellions), which provided for the administration of the territory, its legislation, the preservation of peace and order, the constitution of the Courts of Justice, and the administration of the Native population.

Within a year of the Occupation, the settlers of Mashonaland found themselves with a ready-made set of laws, for by proclamation on the 10th June, 1891, the laws of the Cape Colony in force on that date were adopted for the administration of the new territory as far as circumstances permitted. Cape Colony laws passed subsequently to that date did not apply. (The Cape was then a self-governing Colony, of which Rhodes was, in fact, Premier). This proclamation had its echo 46 years later when, in November, 1937, the Southern Rhodesia Parliament adopted a Bill to declare "which of the laws in force in the Cape Colony on the 10th June, 1891, are inapplicable to this Colony, and to repeal specifically such laws of the Colony of the Cape of Good Hope and of this Colony as have already been repealed otherwise than specifically, or have by the lapse of time or otherwise, become unnecessary."



MAJOR FRANK JOHNSON.

The contract for transport, equipment and food supplies of the Pioneer Force was undertaken by Major Frank Johnson (later Col. Sir Frank Johnson) who was placed in command of the Force. The column reached its objective, the vicinity of Mount Hampden, on September 12th, 1890

Castle

THE BREWERY commenced operations in 1899, one year before the Railway reached Salisbury, all plant and materials being transported from Umtali by ox wagon. That the difficulty of transporting heavy machinery over the roads then in existence was surmounted was, in itself, a triumph of Rhodesian enterprise.

THE SOUTH AFRICAN BREWERIES LIMITED purchased the Old Brewery in 1910 and, after erecting a more modern and up-to-date plant commenced brewing their famous brands of **CASTLE BEERS**.

CASTLE BEERS are truly Empire Products in every sense of the meaning of the phrase.

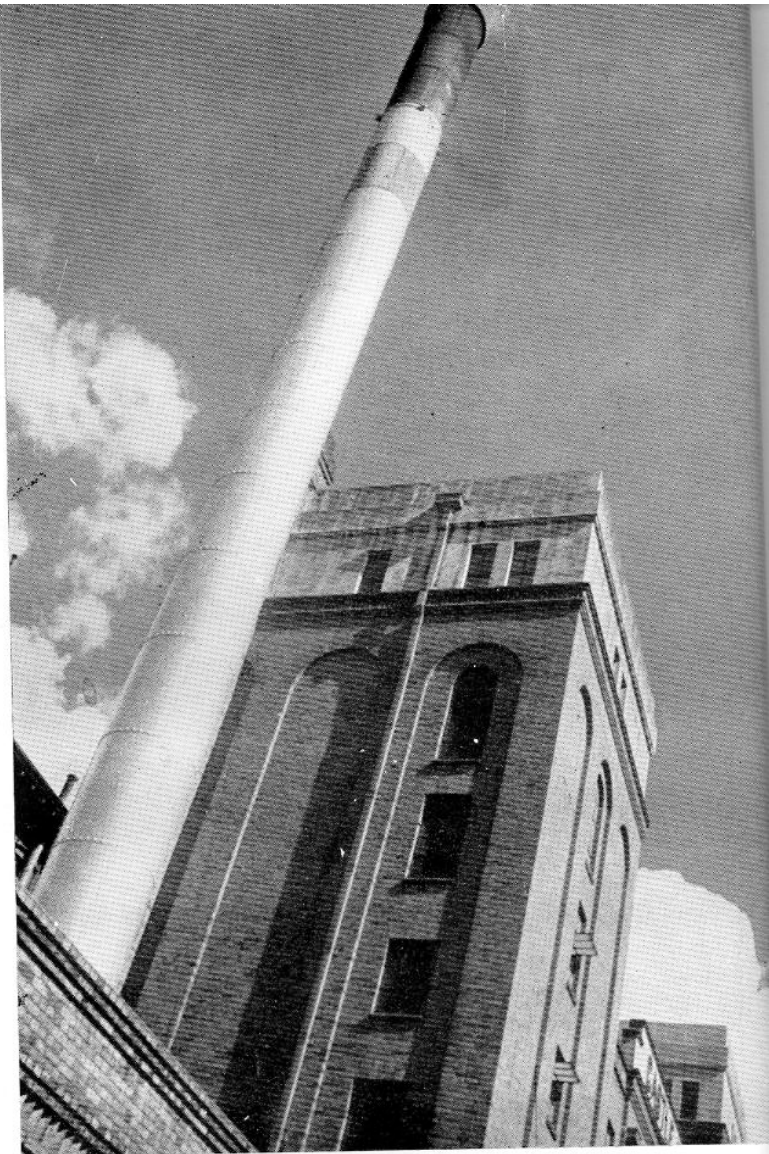
The Malt, the foundation which provides the health and strength-giving property to Beer, is, as far as possible, made from Rhodesian-grown Barley.

A portion of **the Hops** comes from George in the Cape Province, and the balance from overseas.

The Water for brewing is of incomparable purity; just as Burton water plays a great part in the production of the famous English Ales, so the crystal purity of the water from the deep boreholes on the property has no small influence in the undeniable quality of Castle Lager, Ale and Stout.

After Brewing and Maturing, the beer is bottled; again Empire Products are used, the bottles and the Crown Corks are made in South Africa, and eventually they are packed either for Town or Country delivery, in cases made from Rhodesian timber. The purity, excellence and quality of Castle Beers are known throughout Africa. "CASTLE" is synonymous with Quality when applied to beer.

The extension of the Brewing Industry must entail increased Empire Trade, and particularly increased Rhodesian prosperity; both Agriculture and Forestry will be benefited.

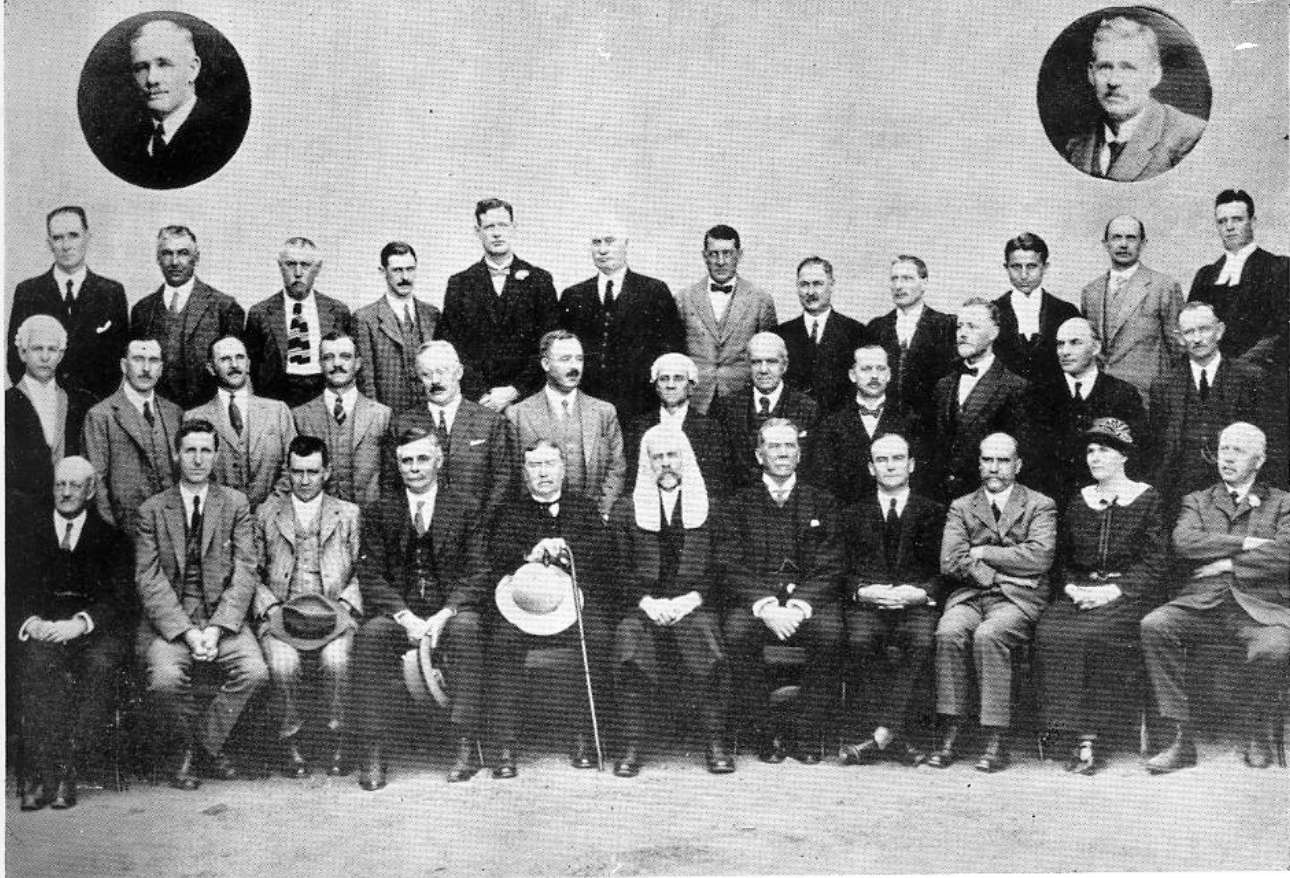


Castle



Brewery

Salisbury



FIRST LEGISLATIVE ASSEMBLY, 1924.

Left to right (sitting): Sir E. Montagu; W. M. Leggate; H. U. Moffat; P. D. L. Fynn; Sir C. Coghlan; L. Cripps (Speaker); Sir F. Newton; R. L. Hudson; C. Eickhoff; Mrs. E. Tawse Jollie; J. W. Downie.
(Standing): C. C. D. Ferris (Clerk Assistant); Col. D. C. Munro; Col. C. F. Birney; Col. O. C. du Port; A. R. Thomson; G. F. Elcombe; J. Jearey (Clerk of the House); W. J. Boggie; H. Bertin; F. L. Hadfield; M. Danziger; R. A. Fletcher.
(Back row): R. D. Gilchrist; J. Martin; C. E. Gilfillan; G. M. Huggins; J. Murdoch Eaton; J. Cowden; L. K. Robinson; H. R. Barbour; E. Edwards (Press); Lewis (Hansard); A. Drew (Clerk); H. Hawtin (Hansard).
Inset: J. P. Richardson and F. P. Mennell.

benefit of a considerable doubt, but Jameson was at that time gravely concerned by the growing number of incidents of this kind and felt he had to make an example. Rough justice, perhaps, but they were rough days.

Dr. Jameson's greatest achievement during his Administratorship was his invasion of Matabeleland at the head of 700 Pioneers from Salisbury and Fort Victoria, and the conquest of Lobengula's martial might. But he fell temporarily from grace a bare two years later when he led an adventurous body of Rhodesian "Police" in his famous raid on the Transvaal, which resulted in his defeat, capture and subsequent sentence to imprisonment in Britain. The quality of his character may be measured by his rehabilitation, for he later became Prime Minister of the Cape Colony.

He was succeeded as Administrator of Rhodesia by Mr. W. H. (later Sir William)

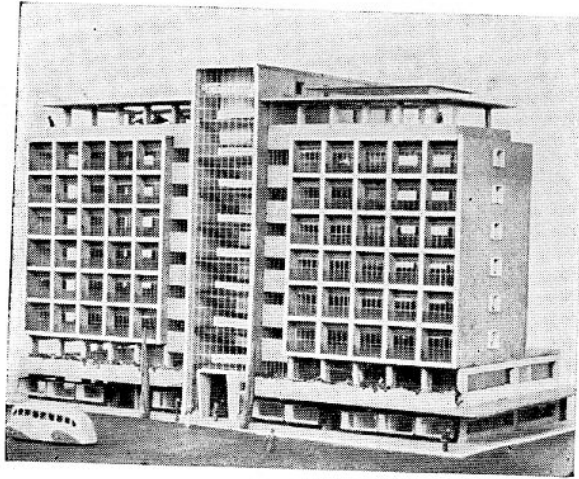
Milton, a Rugby International and a man of outstanding character, who guided the Colony's affairs wisely and well until 1914. It was under his régime, on the 15th May, 1899, that the first step towards democratic government was taken with the formation of the first Legislative Council. With Milton as its president, it consisted of the Resident Commissioner, six nominated members who were civil servants (heads of department), and two elected members for each of Mashonaland and Matabeleland, making seven official votes to four elected votes. They met in Cecil Building, since altered and improved, which is still in service as the Legislative Assembly Building. During subsequent years the elected members, as a result of constant agitation, steadily improved their position until by 1920 they numbered 13 and controlled the Legislative Council, somewhat similar to the position which the Legislative Council in Northern Rhodesia has now reached.

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SECOND LEGISLATIVE ASSEMBLY, 1929.

Front row, left to right: Capt. H. Bertin; H. H. Davies;; Maj. the Hon. R. J. Hudson; The Hon. J. W. Downie; The Hon. H. U. Moffat; The Hon. L. Cripps (Speaker); The Hon. P. D. L. Fynn; The Hon. W. M. Leggate; The Hon. R. A. Fletcher; C. Eickhoff (Deputy Speaker).

Second row: B. Munsen (Chief Messenger); R. D. Gilchrist; D. MacGillivray; G. Mitchell; Maj. E. L. Guest; J. Murdock Eaton; C. C. D. Ferris (Clerk Assistant); R. V. Gorle, V.C. (Sergeant-at-Arms); J. G. Jearey (Clerk of the House); C. S. Jobling; G. R. Milne; M. D. Claxton; J. L. Martin; Capt. R. E. Downes; J. Cowden.

Back row: J. H. Malcolm; A. R. Welsh; G. M. Huggins; G. Munro; Miss K. M. Davidson (now Mrs. W. D. Gale) (Assistant Librarian); Capt. L. L. Green; M. Danziger; S. M. L. O'Keeffe; L. J. W. Keller.

Inset: Col. A. J. Taylor; A. R. Thomson.

RESPONSIBLE GOVERNMENT

IN THE ORIGINAL CHARTER CLAUSE 33 reserved to the Crown the power at the end of the first 25 years, and thereafter at the end of every succeeding 10 years, to add to, amend or repeal any of the provisions of the Charter. When the first period of 25 years ended, in October, 1914, the Legislative Council was called upon to decide whether the Charter should be continued, or whether the country should be incorporated in the Union. The Council wisely decided (the first world war having just broken out) to recommend its extension for a further 10 years. A Supplemental Charter was issued on the 13th March, 1915, containing a proviso that if during the ensuing 10 years the Legislative Council should, by an absolute majority, pass a resolution praying the Crown to grant Responsible Government, supporting it by evidence that such a course would be justified by the condition of the country, financially and in other respects, the Crown could alter the Charter to bring this about.

In May, 1920, the Council passed the necessary resolution asking for the establishment of Responsible Government "forthwith". In March, 1921, the Secretary of State for the Colonies appointed a Committee, of which Lord Buxton was chairman, to consider certain

questions relating to Southern and Northern Rhodesia. The report dealing with Southern Rhodesia recommended that the question of whether or not the territory was prepared to adopt responsible government should be decided at the earliest possible moment, and that the matter should be placed before the electors by means of a referendum rather than a general election.

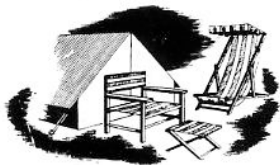
A delegation of elected members of the Legislative Council travelled to London to discuss the terms of Responsible Government with the Secretary of State and returned with Draft Letters Patent. The Secretary of State at the same time stipulated that the Government of the Union of South Africa should be approached to ascertain the terms on which Southern Rhodesia could be admitted to the Union. The alternative policies should then be submitted to the people of the Colony in the form of a referendum. General Smuts went to the limit to make the terms of Rhodesia's admission to the Union as attractive as possible, but when the referendum was held on the 27th October, 1922, the majority voted in favour of Responsible Government—8,774 against 5,989 in favour of the Union.

On the 12th September, 1923, the thirty-third anniversary of the Occupation of Mashonaland by the Pioneer Column, our country was formally

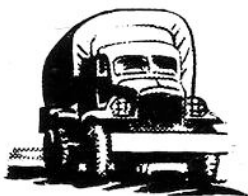
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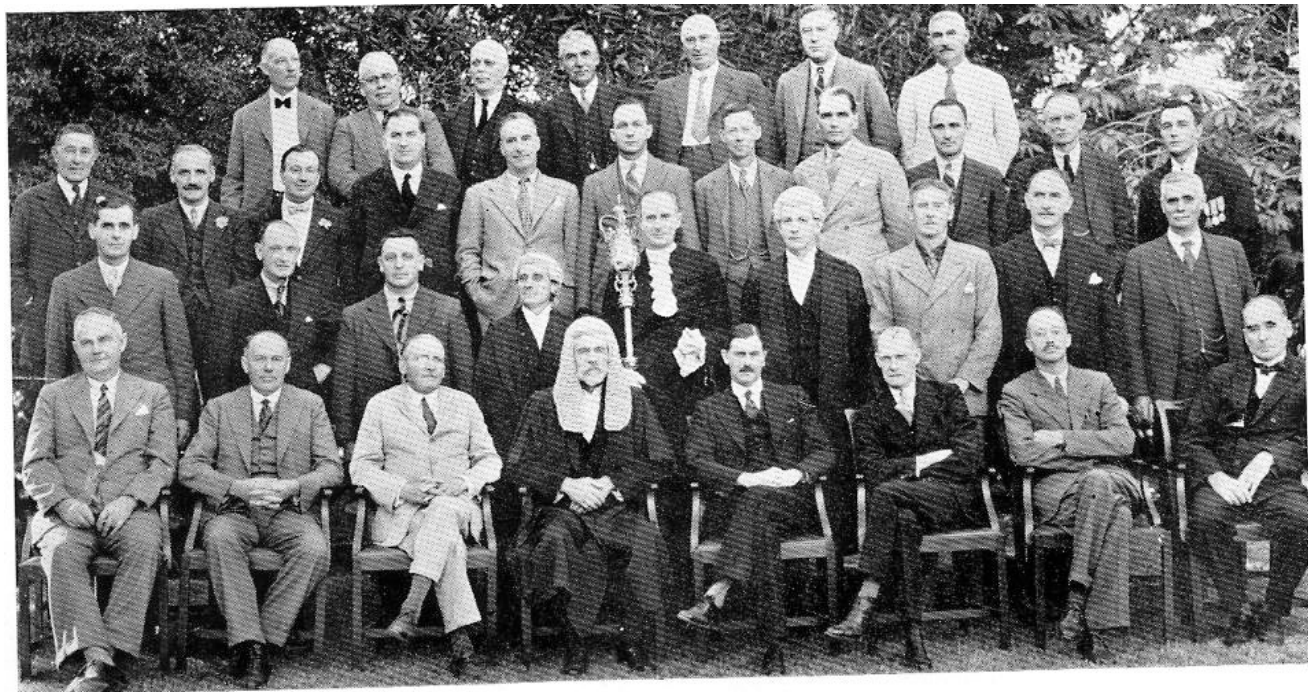
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THIRD LEGISLATIVE ASSEMBLY, 1934

Front row, left to right: The Hon. C. S. Jobling; The Hon. J. H. Smit; Capt. R. E. Downes; The Hon. L. Cripps (Speaker); The Hon. G. M. Huggins; The Hon. S. M. L. O'Keeffe; Capt. The Hon. W. S. Senior; The Hon. R. D. Gilchrist.

Second row: Lt. Col. E. L. Guest; H. H. Davies; D. Macintyre; J. G. Jearey (Clerk of the House); R. V. Gorle, V.C. (Sergeant-at-Arms); C. C. D. Ferris (Clerk Assistant); Maj. L. A. M. Hastings; Lt.-Col. J. B. Brady; The Hon. P. D. L. Fynn.

Third row: Maj. G. H. Walker; J. H. Malcolm; L. J. W. Keller; Lt.-Col. T. Nangle; Sir H. G. Williams; N. H. Wilson; R. H. B. Dickinson; D. M. Somerville; W. A. E. Winterton; R. A. Fletcher; C. W. H. Caple (Messenger).

Back row: F. D. Thompson; A. R. Thomson; A. R. Welsh; J. L. Martin; J. Cowden; E. W. L. Noakes; C. W. Leppington.

annexed to the British Crown with the title of "Colony of Southern Rhodesia", and on the 1st October, Letters Patent were issued granting Responsible Government under a Constitution which provided for a legislature consisting of a Legislative Council and a Legislative Assembly of 30 members. The Council can be constituted by a law passed by the Assembly, but this power has not yet been exercised, and the Colony has known only unicameral government. If the present moves towards federation with Northern Rhodesia and Nyasaland are successful, however, a bicameral government will have to be introduced, and in my opinion, should be introduced in the near future if federation does not materialise.

* * * *

RESERVATIONS IN CONSTITUTION

THE NEW COLONY DID NOT ENJOY full autonomy. Legislation regarding Native affairs, the Rhodesia Railways Limited, and certain other matters were reserved, that is, had to receive the sanction of the Secretary of State before becoming law. The United Kingdom High Commissioner in South Africa had supervisory powers in connection with Native affairs and

the trusteeship of Native Reserves was vested in him. In 1934, and again in 1935, I visited London to discuss with the then Secretary of State (the late Right Honourable J. H. Thomas), the removal or amendment, of certain restrictions and reservations in the Constitution in keeping with the advancing status of the Colony. The British Government was sympathetic, and in 1936 the Constitution Amendment Act removed the supervisory powers of the High Commissioner in South Africa, established direct consultation between the Southern Rhodesia Government and Downing Street on differential native legislation, transferred the trusteeship of the Native reserves to a Board of Trustees consisting of a chairman, nominated by the Secretary of State, the Chief Justice and the Chief Native Commissioner, and removed a number of minor anomalies to give the Colony a greater say in its own affairs. This represented a big step forward towards constitutional maturity.

Since then, the reservations regarding the Rhodesia Railways have fallen away (they are now owned by the State), and with the exception of differential Native legislation and foreign affairs, in which Britain speaks for us, we are fully self-governing. The Native legislation reservation is not likely to fall away until we

(continued on page 69)

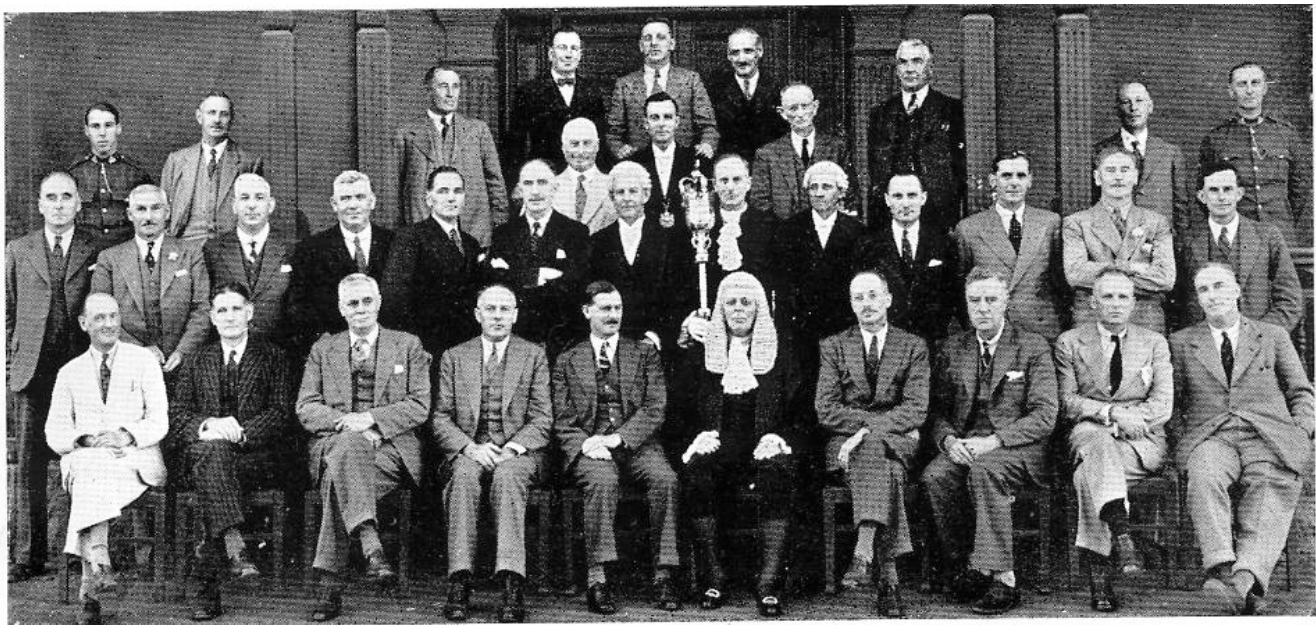


1890 1950

TIMES HAVE CHANGED !

Early Rhodesia Railways locomotives had a tractive effort of 18,660 lb. The march of progress has necessitated the use of larger and more powerful locomotives to haul the heavy volume of traffic offering. The engine shewn above — a 15th Class Garratt — has a tractive effort of 42,746 lb., and is one of 34 of this class helping to break traffic records almost every month.

SIXTY YEARS OF ACHIEVEMENT RHODESIA ■ RAILWAYS



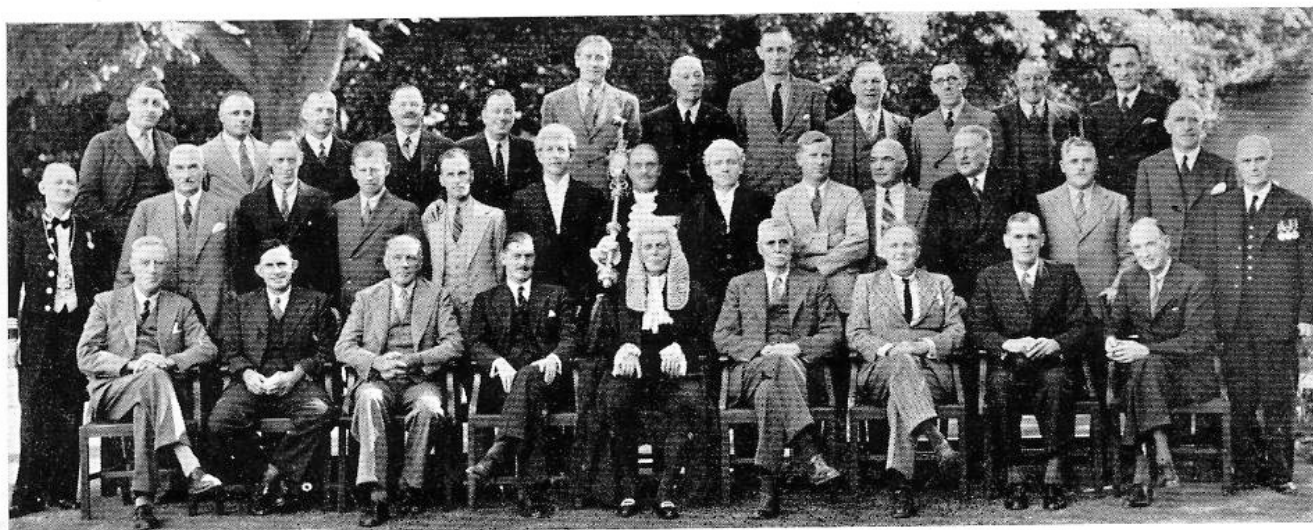
FOURTH LEGISLATIVE ASSEMBLY, 1935.

Front row, left to right: H. H. Davies; The Hon. V. A. Lewis; The Hon. P. D. L. Fynn; The Hon. J. H. Smit; The Hon. G. M. Huggins; The Hon. A. R. Welsh (Speaker); Capt. The Hon. W. S. Senior; E. W. L. Noakes; Capt. The Hon. F. E. Harris; Sir Hugh Williams.

Second row: R. D. Gilchrist; C. W. Leppington; R. T. Anderson; J. J. Conway; D. M. Somerville; Lieut.-Col. J. B. Brady; C. C. D. Ferris (Clerk Assistant); R. V. Gorle, V.C. (Sergeant-at-Arms); J. G. Jearey (Clerk of the House); W. A. E. Winterton; Lieut.-Col. E. L. Guest; Maj. L. A. M. Hastings; R. C. Tredgold.

Third row: B.S.A. Police; A. W. V. Crowlie; Maj. G. H. Walker; J. Cowden; C. W. H. Caple (Chief Messenger); R. A. Fletcher; F. D. Thomson; B.S.A. Police.

Back row: L. J. W. Keller; D. Macintyre; J. H. Malcolm; J. L. Martin.



FIFTH LEGISLATIVE ASSEMBLY, 1939.

Front row, left to right: E. W. L. Noakes; The Hon. R. C. Tredgold; The Hon. J. H. Smit; The Hon. G. M. Huggins; The Hon. A. R. Welsh (Speaker); The Hon. Sir P. D. L. Fynn; Capt. The Hon. F. E. Harris; Lt.-Col. The Hon. E. L. Guest; The Hon. H. H. Davies.

Second row: A. E. Davis (Chief Messenger); C. W. Leppington; Capt. A. W. Whittington; H. V. Wheeler; J. B. Lister; C. C. D. Ferris (Clerk of the House); Col. A. J. Tomlinson (Sergeant-at-Arms); G. E. Wells (Clerk Assistant); E. C. F. Whitehead; M. Danziger; Col. W. H. Ralston; L. B. Fereday; Col. J. B. Brady; G. E. Pennell (Chief Messenger).

Back row: D. Macintyre; J. P. de Kock; Capt. H. Bertin; T. A. Kimble; L. J. W. Keller; Maj. L. A. M. Hastings; F. D. Thompson; P. B. Fletcher; E. P. Vennall; Capt. W. H. Eastwood; Maj. G. H. Walker; W. A. E. Winterton. (T. H. W. Beadle absent on service).

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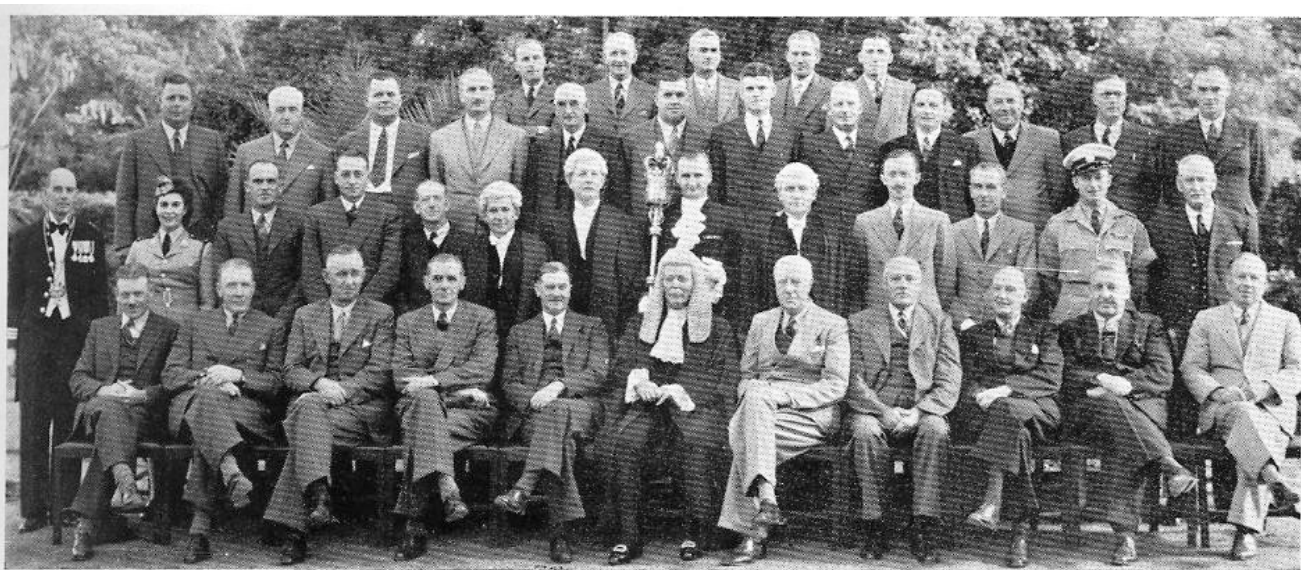
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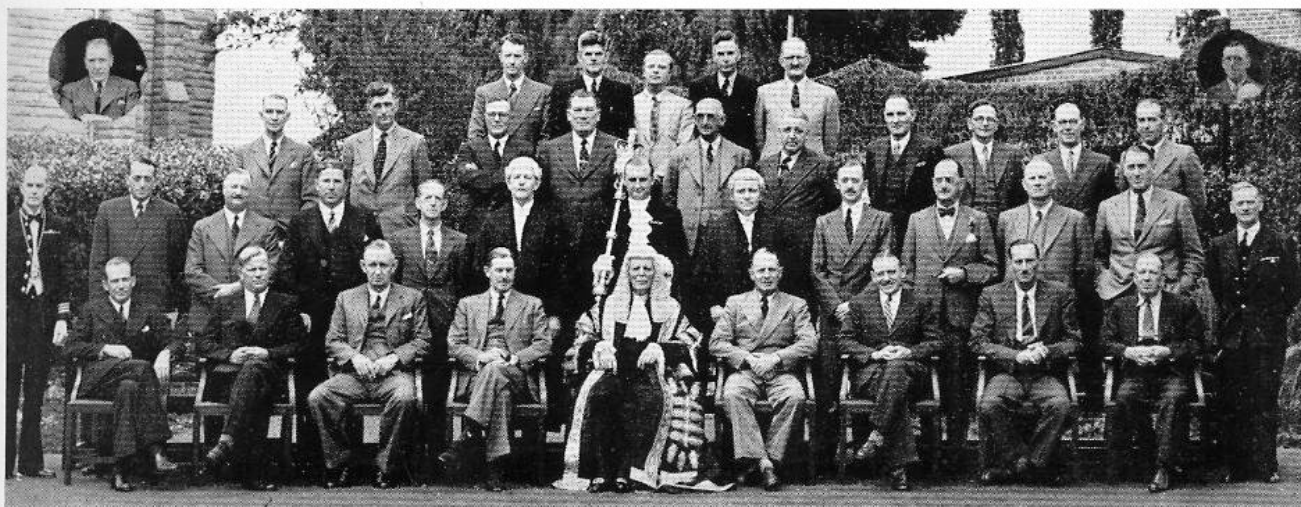
SIXTH LEGISLATIVE ASSEMBLY, 1946.

Front row, left to right: The Hon. T. H. W. Beadle; The Hon. G. H. Davenport; The Hon. P. B. Fletcher; Col. The Hon. Sir E. L. Guest; The Hon. Sir G. M. Huggins; Sir A. R. Welsh; E. W. L. Noakes; The Hon. J. H. Smit; The Hon. H. H. Davies; D. Macintyre; The Hon. L. J. W. Keller.

Second row: J. H. Hampton (Chief Messenger); B.S.A. Police; D. C. Paul; L. M. Cullinan; T. T. Haworth (Parliamentary Librarian); J. R. Frank (Clerk Assistant); C. C. D. Ferris (Clerk of the House); E. Grant-Dalton (Sergeant-at-Arms); G. E. Wells (Clerk Assistant); L. J. Howe-Ely (Committee Clerk); P. A. Wise; B.S.A. Police; E. Thurtell (Assistant Messenger).

Third row: J. A. Ewing; T. J. Golding; G. B. P. Tunmer; C. A. Bott; G. Munro; D. W. Young; R. S. G. Todd; T. I. F. Wilson; L. M. N. Hodson; W. H. Elliott; J. L. Smit; J. S. McNeillie.

Back row: J. B. Lister; R. Williamson; A. W. Dunn; R. O. Stockil; A. R. W. Stumbles.



SEVENTH LEGISLATIVE ASSEMBLY, 1948.

Front row, left to right: R. O. Stockil; The Hon. E. C. F. Whitehead; The Hon. P. B. Fletcher; The Rt. Hon. Sir Godfrey Huggins; The Hon. Sir Allan Welsh (Speaker); T. I. F. Wilson; The Hon. T. H. W. Beadle; The Hon. R. F. Halsted; L. J. V. Keller.

Second row: H. Hampton (Chief Messenger); L. M. Cullinan; G. H. Hackwill; J. R. Dendy Young; T. Titley Haworth (Librarian); C. C. D. Ferris (Clerk of the House); E. Grant-Dalton (Sergeant-at-Arms); Lt.-Col. G. E. Wells (Clerk Assistant); L. J. Howe-Ely (Committee Clerk); N. St. Quintin; R. A. Ballantyne; J. M. Caldicott; L. Ruile (Assistant Messenger).

Third row: N. G. Barrett; The Hon. Humphrey Gibbs; L. J. Smit; H. A. Holmes; G. Munro; D. Macintyre; W. A. E. Winterton; L. M. N. Hodson; The late A. M. F. Stuart; P. A. Wise.

Back row: I. D. Smith; R. S. G. Todd; B. A. Barker; J. M. Greenfield; D. W. Lardner-Burke.

Insets: The Hon. G. A. Davenport; W. H. Eastwood (elected in place of the late A. M. F. Stuart).

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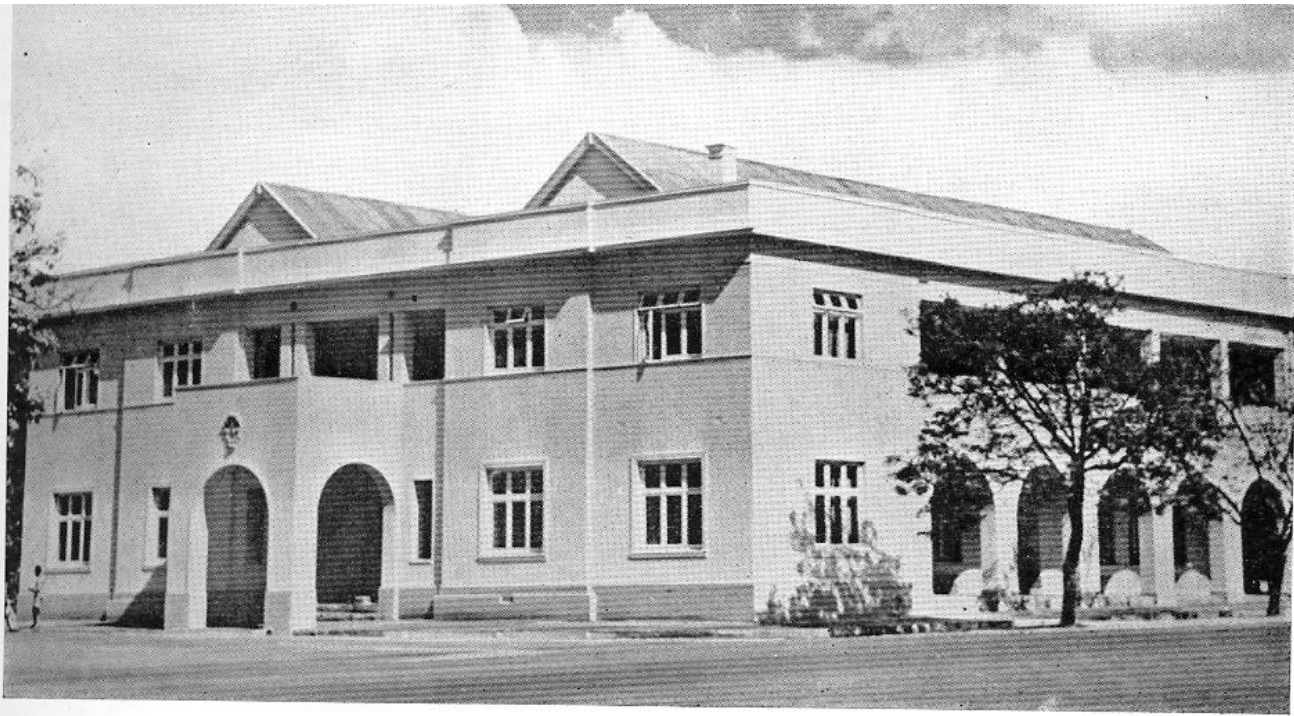
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The construction of Cecil Building was commenced in 1896, with the intention of using it as an hotel. In 1897, it was taken over by the Police as temporary quarters for the men assembled in Salisbury during the Rebellion. In December, 1898, the Cecil Hotel was sold to the British South Africa Company for £7,000, in order to provide office accommodation for the Administrator, the Executive Council, the Survey Department, the Postmaster General, and above all, to provide an adequate debating chamber for the Legislative Council. The first Session of the first Parliament in 1924, was held in Prince's Hall, Salisbury, but since then, Cecil Building, with alterations and improvements, has been the home of Southern Rhodesia's Legislative Assembly.

(continued from page 63)

have a Second Chamber. I am not particularly anxious, at this stage of our development, to see the Colony shoulder responsibility for the conduct of its relations with foreign powers. The establishment of embassies and consulates in different parts of the world would be costly in both money and manpower and would probably be beyond us, at least until our resources have been more fully developed than they are now.

* * *

CLOSER ASSOCIATION WITH NORTH

THROUGH THE YEARS, close and cordial relations have existed between the two Rhodesias, and in later years also with Nyasaland. During its regime, the British South Africa Company sought to bring about

the amalgamation of the two Rhodesias to secure a measure of administrative economy (before 1923 it was responsible for the administration of the two territories separately), but the elected members of the Legislative Council

(continued on page 73)



A division in progress during the first session of the Seventh Parliament.



GIFTS

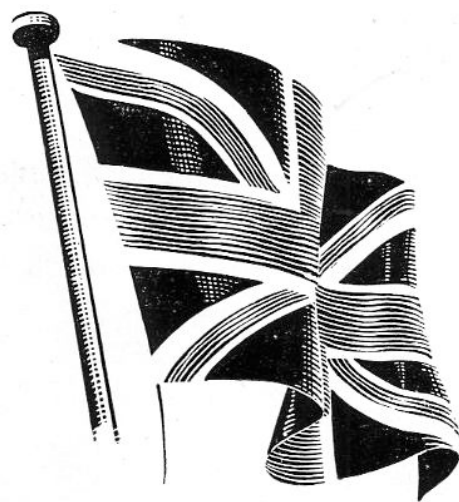
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SOUTHERN RHODESIA 1890-1950



On April 7th, 1947, His Majesty King George the VI made Rhodesian history when he formally opened the Second Session of Southern Rhodesia's Sixth Parliament. In this photograph, Their Majesties the King and Queen, followed by the Prime Minister, The Rt. Hon. Sir Godfrey Huggins, and the Lady Harlech, are seen about to enter the Legislative Assembly Chamber.

During the Royal Visit to Salisbury, the King expressed great pleasure in receiving the Pioneer Axe, which was presented to him by Mr. T. W. Rudland, President of the Pioneer Column Association of 1890.

Their Majesties, who were accompanied by the Princess Elizabeth and the Princess Margaret, spent nine days in Southern Rhodesia in the course of their tour of Southern Africa. The visit to this Colony (the first time a reigning monarch had visited a Colony) was in the nature of a holiday after fulfilling a tremendous programme in the Union, and official engagements were kept to a minimum. The highlight of their visit was their stay at the Victoria Falls where Their Majesties were able to relax. Besides Salisbury the Royal Family visited Gatooma, Que Que and Gwelo and spent three days at Bulawayo before travelling through Bechuanaland on their way to Cape Town to rejoin the battleship, H.M.S. Vanguard.

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(continued from page 69)

opposed the proposal, and it was dropped. In the 1930's, the Southern Rhodesia Parliament passed a number of resolutions urging amalgamation, and in 1938, the Bledisloe Commission was appointed to enquire into its feasibility. It found certain objections to the immediate introduction of amalgamation, but recommended its adoption at some future time. The outbreak of the last war prevented the matter being pursued further. In 1944, when I was in London, I asked the Secretary of State how he proposed to implement the closer association of Southern Rhodesia, Northern Rhodesia and Nyasaland, and received, in answer, the suggestion that a Central African Council should be set up. This suggestion was discussed by our Government, who decided to accept it in order to ensure that the proposal for amalgamation should be kept alive, although it was appreciated that the Council was a mere sop. The Council is purely consultative and advisory, and has no executive functions. Its proposals are subject to the sanction of the individual Parliaments, which is a cumbersome procedure. But at least, the Council has proved the value of inter-State co-operation and the tremendous benefits that would derive from still closer association under one Government. In recent years, it has

become evident that any proposal for outright amalgamation would meet with serious opposition, and now we are considering the possibilities of closer working under a federal form of government.

* * * *

CONSTITUTIONAL ADVANCEMENT

EVEN IF FULL DOMINION STATUS has not yet been formally conferred, Southern Rhodesia in some respects ranks as a fully self-governing country in the councils of the world. In economic affairs, her representatives sit side by side with those of the great Powers, and at Commonwealth Conferences her Ministers rank with those of the Dominions. Recognition of her growing constitutional importance was given in the passing in June, 1949, of the S. Rhodesia Citizenship Act, whereby the Colony has the same right to confer citizenship as the completely autonomous members of the Commonwealth. Her constitutional advancement has been rapid, a far cry from the terms of the Royal Charter of 1889 and of the Letters Patent of 1923, and a tribute to the character and quality of the people who have helped build this country over the last sixty years.



THE SERGEANT-AT-ARMS, MR. E. GRANT-DALTON, CARRYING THE MACE.

The design of the Mace follows that of the House of Commons, and is officially described by the makers as follows:—

"a chased silver-gilt Mace, the head surmounted by a Royal Crown, enclosing date 1924, and divided by caryatides supporting arches into four panels containing the Royal Arms, the Arms of Rhodesia, and cyphers of G.R.V., the end of the staff terminated by four figures, and the rod divided by two bulb fluted knobs and wreathed with the national emblems of the Rose, Thistle, and Acorn; having a terminal trumpet-shaped knob enriched with chased acanthus leaves, and roses and thistles in the panelling".

The Mace, together with the Speaker's Ceremonial Robe, and the dress of the Clerks and the Chief Messenger, are a perpetual reminder that the Parliament of Rhodesia is a child of the Parliament of Great Britain, and that it shares with that noble institution, its traditions and its liberties, which the people of Great Britain have built up through the centuries, not for themselves only, but also for the citizens of the whole Commonwealth.



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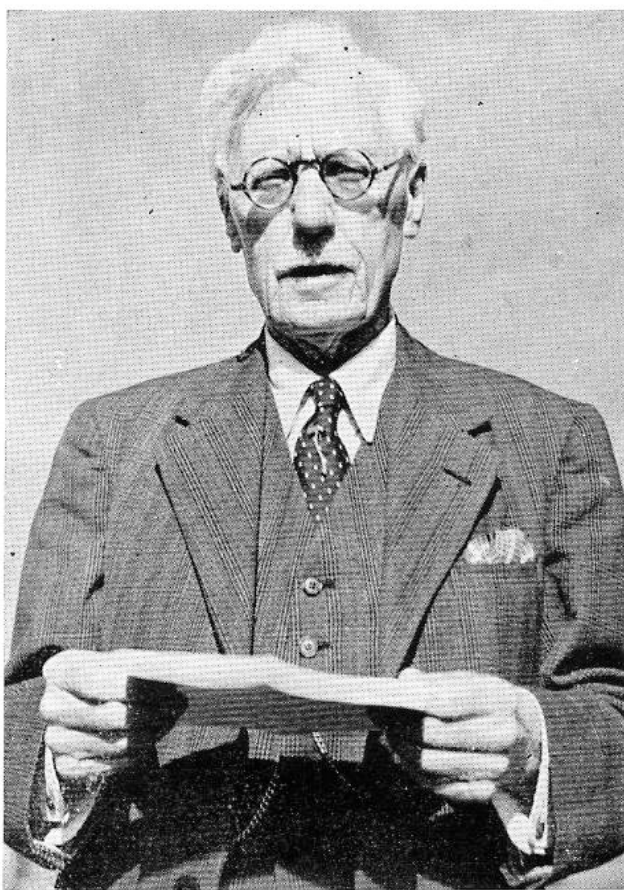
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"Even to-day . . . there is still work for Pioneers!"

By
T. W. RUDLAND, O.B.E.



Thomas Wilburn Rudland, O.B.E. and a Freeman of the City of Salisbury, is one of the two remaining men now living in Southern Rhodesia who was present when the Flag was hoisted at Fort Salisbury on September 13, 1890, a day after the arrival of the Pioneer Column. At the age of 18 Mr. Rudland was working on the gold mines of Spanish Honduras; 55 years after he entered the Colony he was contracting on improvements on the main Bulawayo-Mafeking line. Between those dates he went gold prospecting, built roads and railways, grew coffee in Kenya, and throughout his lifetime has maintained his great regard for Cecil Rhodes, whom he met first in 1890.

HE EVENTS OF MY GENERATION, in the opening of South Central Africa, must be phenomenal in the world's history. It was only as far back as January, 1887, that H. M. Stanley started out to search for Emin Pasha—a journey subsequently described in his book, "In Darkest Africa". Aged 20 at the time, I was thrilled by Stanley's

adventure, and I wrote to a certain Travel Advisory Agency, to ask which would be the shortest and quickest way to overtake Stanley. There was an amusing rebuff.

The agency's reply was: "If your little effusion is not intended as a joke, the only advice we can give you is to get on the back of a hippopotamus and go up the Congo!"

Only 63 years ago—and that was probably all they knew about Africa!

Let me turn to Rhodesia. In March, 1890, when the railhead was at Kimberley, 26 of us left there with 13 wagons. The main Pioneer Column formed at Macloutsie and set out to occupy what is now Southern Rhodesia. It was to be six months before we reached Fort Salisbury.

Our pay was 2s. 6d. a day to the Bamangwato country, then 7s. 6d. a day until the Pioneer Corps disbanded on



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The Rhodesian College of Music offers complete training in musicianship to students of all ages, whether they intend to adopt music as a profession or not. Students may take a complete course of study, or tuition in single subjects.

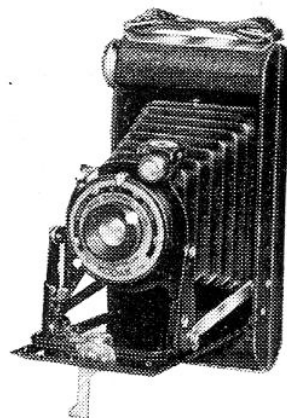
Students are prepared for the music examinations of the University of South Africa, and arrangements have been made with the Associated Board of the Royal Schools of Music, London, for the music examinations of the London Associated Board and the L.R.S.M. Diploma.

In addition, the College offers courses of study in solo instruments — Pianoforte, Singing, Violoncello, Violin, Theory, Harmony, Counterpoint, Woodwind, Brass Double Bass, Drama, Aural Training, Sight Singing, Musical Appreciation and History of Music, Choral Classes, String Orchestra and Ensemble.

A Library has been established which contains books of reference for students.

Two bursaries have been founded by Messrs. Radio Limited and the Rhodesian College of Music.

The following are among the artistes who have visited the College — Robert Sotens, Suzanne Roche, Beatrice Gibson, Lili Kraus and Dr. Fielden.



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September 30, 1890. We had to find a road and then make it. Our pace was that of the ox. When we founded Fort Salisbury we were 1,000 miles from the railhead in the South; on the East Coast, the Portuguese were none too friendly; in the West, the truculent Matabele impis were wanting to "eat us up"; to the North lay Stanley's "Darkest Africa". That was only 60 years ago, but the picture of gloom has changed to one of brightness, with Southern Rhodesia's social and economic development one of the modern wonders of the world.

* * * *

EARLY COMMUNICATIONS

I WANT TO TALK ABOUT ROADS AND railways, for on these I have spent most of my working life.

The Pioneer Column cut and made the road through virgin country from Tuli to Fort Salisbury, and this road carried all the transport entering the country from the

time of the Occupation to the outbreak of the Matabele war—a period of three years. There was no access through Matabeleland, except by the grace of Lobengula, who might or might not "give the road" to an odd trader or hunter, and sometimes to important people entering the country on national affairs.

Major Frank Johnson and Dr. Starr Jameson made their epic journey to find a shorter and quicker route to Mashonaland via Beira, and Mr. Cecil Rhodes quickly decided to build a railway from Beira — for goods transported from Cape Town to Salisbury were costing £50 a ton.

Construction of the railway started from the Pungwe at Fontesville and the first sod was turned at the end of 1892; from those beginnings grew the Rhodesia Railways as we know them to-day. Cecil Rhodes suggested that I should take part in the building of the railway, and I joined the staff of George Pauling in Cape Town, acting as Mr. A. L. Lawley's Chief Construction Engineer for nine months.

Cullen Gouldsbury did for Southern Rhodesia what Robert W. Service did for Canada and the Far North. In 1912, in "Rhodesian Rhymes", appeared the following "Ballad of the B.M.R."—apt comment on the story which Mr. T. W. Rudland has to tell.

Down in the land where the heathens are,
 Down in the swamps where white men stew,
 Amid the woods that stretch afar,
 Amid the creepers rank with dew,
 The Line ran out—perchance, askew,
 And drunkenly designed—but, ah!
 In days gone by was work to do
 Upon the lonely B.M.R.!

The Gates of Death were held ajar—
 The pegs that marked the mileage too
 Have stood for tombstones—near and far
 Ghosts of a grimy shrivelled crew.
 The sun looked down from out the blue—
 Out of the night looked down the star,
 And marked where men had drifted through
 The death-trap of the B.M.R.

Each bolt, each nut, each metal bar,
 Could tell a story—grim but true—
 And where the gangers' houses are
 Maybe are ghosts of dead men too—
 Ghosts of men who worked and knew
 The fever swamp, the sickening jar
 That came when life was rusted through
 Upon the Lonely B.M.R.

L'Envoi

Lo!—we may scoff—we often do—
 And jest at engine, truck and car—
 But—must we then forget the few
 Who made for us the B.M.R.

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MRS. T. W. RUDLAND.

Mr. and Mrs. Rudland celebrated their Golden Jubilee in February this year.

BIRTH-PANGS OF A RAILWAY

THE FIRST WET SEASON BROUGHT ALL ITS evils. There were washaways, supplies were short, the Pungwe flooded hundreds of square miles of the flats, and the workers suffered appalling bouts of fever. Labour shortages, derailments, and fever—always the fever—continued to dog us. At the end of the first eight months there were only four of us left of the original staff. Some had given up the job, most had died.

When the line reached Chimoio, P. St. George Mansergh, the surveyor, reported that to carry the railway from Macequece to Old Umtali was neither feasible nor economic. With characteristic decision, Mr. Rhodes said: "Move the township to the railway." And there it is to this day.

In April, 1898, the first section to Umtali was completed. We celebrated with a "Railway Banquet"—and compared the spread with our former rice rations. When we drank the toast to the 400 men who had laid down their lives, we thought of the labourers from India who had died almost to a man; we knew that no other railway in the world had had such a high mortality rate. But we had built the longest narrow-gauge railway in the world!

COLOURFUL CHARACTERS

IF OUR CONDITIONS WERE EXTRAORDINARY, so were some of those first "characters." Hardships did not deter them. Miss Rhodes and Miss Balfour were among the early visitors. Pat Campbell, husband of Mrs. Patrick Campbell, the famous actress, worked for me for a time. In Beira, the heir to an earldom ran a

butchery of sorts. "Long" Paley, who claimed to be a grandson of Bishop Paley, went up the Busi collecting Portuguese taxes—without any authority from the Portuguese; he was to die in Beira. I found Dr. Schultz, of Durban, and Hupfer at Sofala, scratching about at low tide in search of ancient ruins. "Bloody Bill" Upsher, the hunter, and "Daisy" Newbolt, a nephew of Canon Newbolt of St. Pauls, were among our "types". Respected and loved by everybody was Cathcart, who had contracted for offloading railway materials from the lighters at Fontesvillia, in the mud and heat on the Pungwe. His son is W. D'Arcy Cathcart, now an architect in Salisbury.

Famous among the people who walked the old East Coast road were Bishop Knight-Bruce's three nursing sisters, Blennerhasset, Sleeman and Welby. On July 14, 1891, they arrived at Old Umtali, having walked all the way from the Pungwe, mostly along bush paths. It was a bold and hazardous undertaking, especially for women. They did the journey in 14 days, and arrived at their destination with little more than the ragged clothes they were wearing. I went to England with Sisters Blennerhasset and Sleeman in 1893. They were the first nursing sisters to arrive in Mashonaland, and a memorial to them has very rightly been erected in Umtali.

* * * *

ADVANCEMENT

BEFORE I CLOSE I WANT TO POINT TO THE phenomenal progress of Rhodesia in the striking comparison between the capital value of the country now and as it was 60 years ago—as far as one can be guided by monetary values in a rough and ready, but generally fair safe, way.

In 1889 Cecil Rhodes and his associates obtained a Royal Charter from Queen Victoria for the British South Africa Company, the initial capital being £1,000,000. However optimistic they were, the shares were not looked upon as gilt-edged. In 1948 the national income of Southern Rhodesia was probably £60,000,000, and at our present rate of progress that figure can be expected to rise to beyond £70,000,000 by the end of this year. Assuming the 1948 figure to be capitalised at an interest rate of 5 per cent per annum, the total capital wealth of Southern Rhodesia at 20 years' purchase would be £1,400,000,000—a colossal increase from the £1,000,000 which Cecil Rhodes found! By the end of this year the capital value of the Colony may be expected to reach £1,500,000,000. Add the national income of Northern Rhodesia capitalised (which seems fully justified, as it has certainly grown from that first £1,000,000 of the B.S.A. Company), and we find ourselves among brain-staggering series of noughts! In addition there are vast natural resources the value of which cannot be estimated until they have been proved and come into production.

I have given only a brief picture of those early days in Southern Rhodesia, but hope that I have shown something of the spirit which prevailed. We who were living then and are now growing old have experienced almost unbelievable changes—so much so, that we are apt to be impatient with grumblers. But the British have always grumbled! We, too, grumbled in those days. Perhaps it is better to grumble than to be smug, provided you are willing to lend a hand and to get things done. Even to-day there is still work for Pioneers!



1890-1950

SOUTHERN RHODESIA is Sixty Years Old this year.

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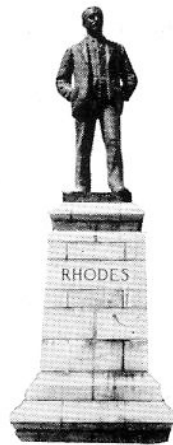
The Stage is Set for a great Surge Forward, to Develop the Limitless Potentialities of our Country's Wealth in Base Minerals — Coal, Chrome, Asbestos, Mica — and in Intelligent Agriculture.

Great and far-sighted schemes are now beyond the Blueprint Stage — the Kariba Dam Hydro-Electric Project which will harness the waters of the Mighty Zambesi and produce Unlimited Power for the Two Rhodesias — the Sabi Basin Development Scheme which will turn this arid region into the Granary of Central Africa.

These Schemes will take Years to bring to Fruition. In the meantime We — All of Us — can Help Our Country Forward by Putting Our Backs into Our Jobs, Proving Our Faith in the Present and the Future by Investing Our Money in Government Bonds to help Finance our General Development, and by Pulling Together.

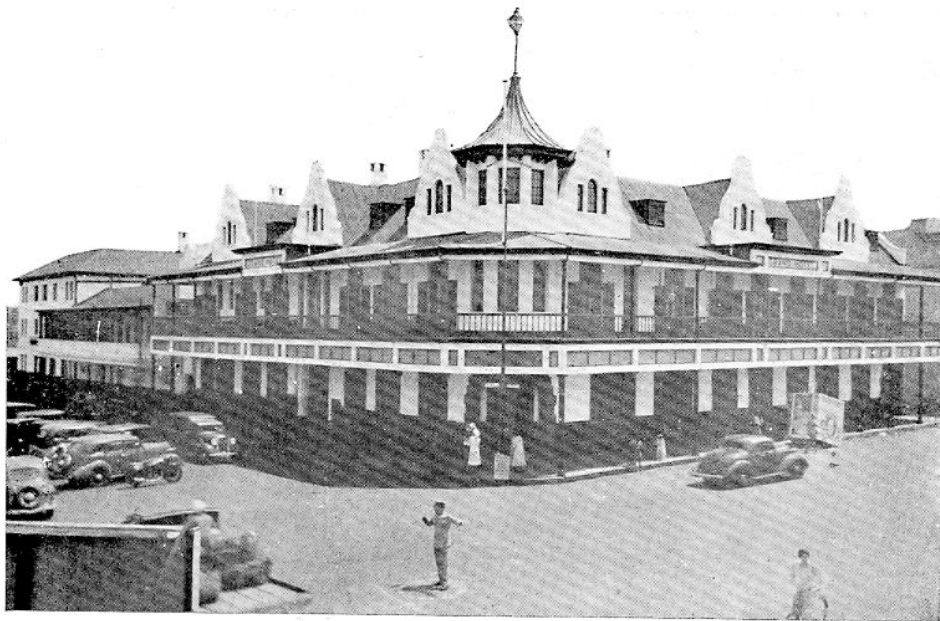
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THE RAILWAYS OF RHODESIA: 1890-1950

By SIR ARTHUR GRIFFIN, K.C.I.E., O.B.E.



LIKE PIONEER RAILWAYS IN OTHER young countries, the Rhodesia Railways have grown up with the territories they serve.

It was on 29th October, 1889, that the Rudd Concession of October 5, 1888, was ratified by the British Government when a Charter was granted to the British South Africa Company, giving them wide powers and an almost unlimited field

of action over a huge area of territory which was not defined until 1905.

Since railway communications were vital to the success of Rhodes's plan for the opening up of his "hinterland", he made a railway agreement with the Cape Government in January, 1890, by which the Cape agreed to build a railway from Kimberley through Southern Bechuanaland, and thence the Chartered Company were to continue and complete it. In June, 1890, whilst away from Parliament, news reached Rhodes that the Government proposed

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ENGLAND. IN 1921 IT WAS
KNOWN AS TAYLOR & NESBIT,
A NAME WELL KNOWN IN THE
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abandoning the Kimberley line. He rushed back to Cape Town and made a spirited defence of his railway project, the result being that the Cabinet resigned. On July 17, 1890, Rhodes (who had recently attained his 37th birthday) became Prime Minister of the Cape Colony in succession to Sir Gordon Sprigg.

It says much for his personality that he accomplished so much in so short a space of time. Rhodes had been in Parliament for ten years when he became Premier, and already his political contemporaries were describing him as "a coming young man." Mark Twain went further. He said of him that "when he stood upon the Cape Peninsula, his shadow fell on the Zambesi."

At this late date it is interesting to speculate what might have happened if Rhodes had not defeated the Cape Government. The history of Rhodesia might have been very different. As it happened, by the time the Union Jack was raised over Fort Salisbury on September 13, 1890, the first 127 miles of railway line from Kimberley to Vryburg were nearing completion.

* * * *

THE LINE FROM THE SOUTH

FIVE MONTHS AFTER HE ASSUMED OFFICE as Premier, Rhodes made a speech at Vryburg on the occasion of the opening of the line from Kimberley to Vryburg. Four years later (October 3, 1894) Vryburg and Mafeking (96 miles) were linked by rail.

There was great jubilation as the line proceeded



Sir Arthur Griffin, K.C.I.E., O.B.E.,
General Manager, Rhodesia Railways

steadily north. Rhodes prophesied that Bulawayo would become the Chicago of South Africa, and that the population of Rhodesia would exceed that of the Transvaal.

Ill-health prevented him from attending the opening ceremony on November 4, 1897, but it gave him great satisfaction to know that George Pauling had not let him down, for in an earlier speech, he had said, "By 1897 Mr. Pauling has promised to bring you the railway from the south to Bulawayo and they are pushing on the railway from Beira as hard as they can."

The success of his railway programme inspired Rhodes to greater endeavours. In April, 1900, he endorsed a map of South and Central Africa with these words: "My map, my plan. C.J.R." The map, which may be seen in the Bulawayo Museum, has marked on it in indelible pencil and red crayon rail projects which had captured his imagination. One such was a line westward from a point south of Palapye to the Kunene River mouth. On April 8, 1902, the funeral train conveying the body of Rhodes arrived at Bulawayo. It had left

Cape Town some few days earlier (Rhodes died on March 26) and was preceded by a pilot train as far as Mafeking, but from Mafeking an armoured train escorted the funeral train, and searchlights were in operation during the night, for the Boer War did not end until May 31, 1902.

An interesting outcome of the construction of the line between the Bechuanaland border and Bulawayo was the founding of Plumtree School. When Metcalfe, the first engineer of the Rhodesia Railways, travelled between



15th Class Engine No. 380 at Umtali, with "Jack Tar", an early Rhodesia Railways engine.



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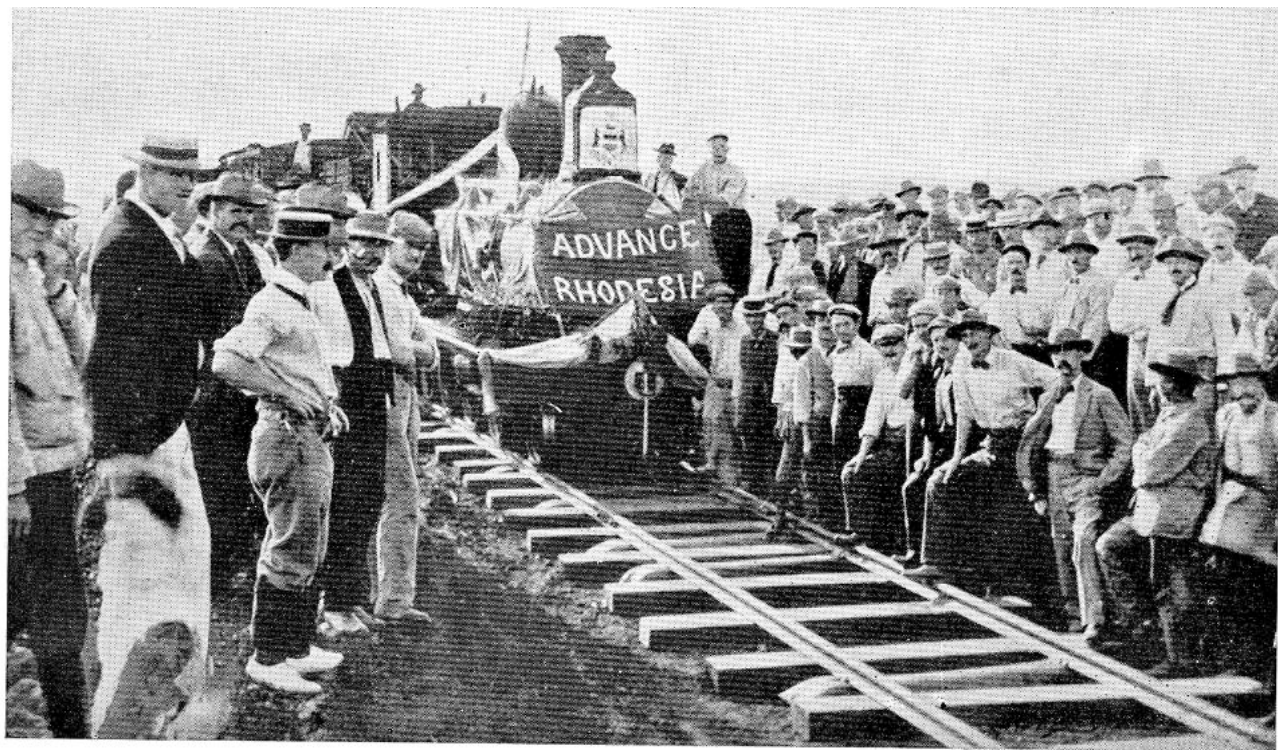
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The first train in Bulawayo, November 4th, 1897.

these points, his train passed twenty or thirty gangers' cottages. Around them were a number of children growing up without education. Metcalfe gave orders that arrangements should be made for them to be given schooling. The Church, the Company and the Railway shared the cost of collecting and teaching them. Thus did Plumtree School come into being.

* * * *

THE LINE FROM THE EAST

IF 1890 TO 1897 WERE IMPORTANT YEARS IN THE initial stage of the fulfilment of Rhodes's dream for a Cape to Cairo Railway, 1891 was also a year of great importance to Rhodesia, for on June 11, 1891, the Portuguese Government agreed to construct a railway between Pungwe (near Beira) and the British sphere of influence—Umtali.

The day after the Union Jack was hoisted at Salisbury (September 13, 1890) Rhodes acquired for one hundred pounds a year a concession over Manicaland, and with that concession began his dream of Beira as the logical port for Rhodesia. In 1891 Rhodes and several of his friends travelled round the coast by sea to Beira and then proceeded overland on foot to Umtali in the hottest month of the year. The shrewd eyes of Rhodes missed nothing, and when he saw the possibilities of an eastern sea outlet for Rhodesia, he had planned the project in his own mind before Umtali was reached.

After some delay, occasioned by the ceding of rights from one concessionaire to another, construction began in September, 1892, at Fontesville on the Pungwe River, 35½ miles from Beira. Umtali, the junction between the Beira Railway and the lines serving Rhodesia, was reached in February, 1898.

The line was built to the 2' gauge and construction material and other traffic was landed at Beira from overseas and conveyed up the Pungwe River to Fontesville. Shortly afterwards, however, it was found desirable to connect Fontesville with Beira by rail, and a new company, the Beira Junction Railway Company (amalgamated with the Beira Railway Company in 1930) was formed to carry out this construction, the line being completed in October, 1896.

In the meantime the limited capacity of the original line, and the difficulties of transshipment to the 3' 6" gauge line, which was being built from Umtali onwards, led to its conversion to the latter standard, and by August 1, 1900, a 3' 6" railway was in existence over the whole distance between Beira and Umtali.

The story has often been told of the difficulties under which the first engineers laboured. Despite the fact that floods frequently hampered operations and the death roll was heavy, the engineers, Sir George Bruce and Sir Charles Metcalfe, Bart., certified the Beira-Fontesville line as complete on October 29, 1896. The names of George Pauling and A. L. Lawley will long be remembered as being intimately connected with port and railway development in the Beira-Umtali area.

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A STAGE IN THE CAPE TO CAIRO DREAM.

Fifty years ago, on May 22nd, 1899, the first train arrived at Salisbury from Umtali. This photograph of the arrival is doubly interesting historically. Firstly, the engine was named "Cecil J. Rhodes" and, secondly, the banner in front of the engine flaunted the inscription "Now we shan't be long to Cairo", indicating the enthusiasm with which railway employees viewed Rhodes's dream of a Cape to Cairo railway.

INLAND DEVELOPMENT

THE POSITION AT THE END OF 1897 WAS THAT both Umtali and Bulawayo were connected with ports on the east and south coasts of Africa respectively, but a gap of 300 miles between these towns remained to be bridged. The construction of the line from Umtali to Salisbury was therefore pushed forward and the latter town was reached on May 22, 1899. In the same month the extension of the line from Bulawayo to Gwelo was begun.

This extension had reached a point near the present Insiza siding when the war broke out in October, 1899, and the construction came to a standstill owing to the immediate difficulties of obtaining permanent way material and stores. It was therefore decided to continue the line from Salisbury, using the eastern rail route from Beira for the necessary supplies. This extension was begun in 1900 and proceeded at a reasonable pace to Gwelo—at that time an important coaching centre—which was reached in May, 1902; then on to Insiza railhead, where a link-up was effected five months later, on the 6th October of that year, some six months after Rhodes had been buried in the Matopos.

In a letter written in Bulawayo on September 7, 1900, Rhodes said:—

"As to the commercial aspect, everyone supposes that the railway is being built with the

only object that a human being may be able to get in at Cairo and get out at Cape Town.

This is, of course, ridiculous. The object is to cut Africa through the centre and the railway will pick up trade all along the route. The junctions to the east and west coasts, which will occur in the future, will be outlets for the traffic obtained along the route of the line as it passes through the centre of Africa. At any rate, up to Bulawayo, where I am now, it has been a payable undertaking, and I still think it will continue to be so as we advance into the far interior. We propose now to go and cross the Zambesi just below the Victoria Falls. I should like to have the spray of the water over the carriages."

The line northwards from Bulawayo reached Wankie in September, 1903, and the Colliery there was soon producing coal for sale.

On the line went, mile after mile through Northern Rhodesia to Kalomo, which was reached in July, 1904. All the material for this section was carried over the Victoria Falls gorge by a rope-way pending the completion of the bridge, which was officially opened on July 13, 1905. The engine which took part in the opening ceremony was decorated with palms and flowers and carried the legend: "We've got a long way to go." Miss Pauling drove the engine, and the official opening was followed by native sports and a banquet for the Europeans.

The Pioneering Spirit —

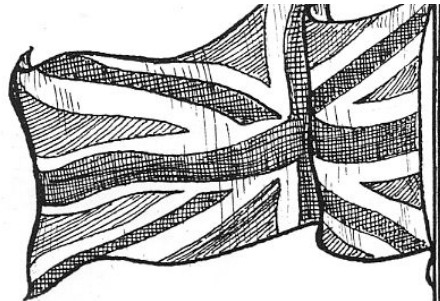


PHOTO BY COURTESY
CENTRAL AFRICAN ARCHIVES.

1896 at Old Umtali. CECIL JOHN RHODES with I. GRIMMER
and (at back) his personal "boy" Tony. The dog (name
unknown) looks on!

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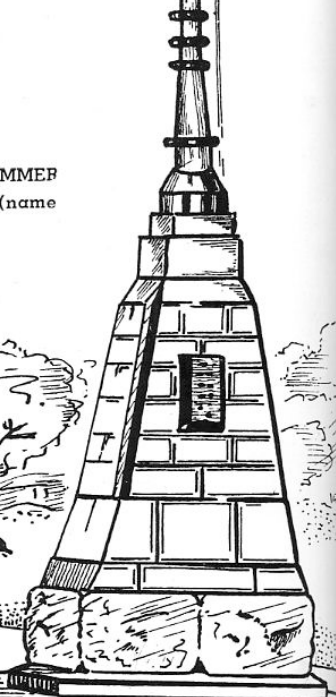
SALISBURY.

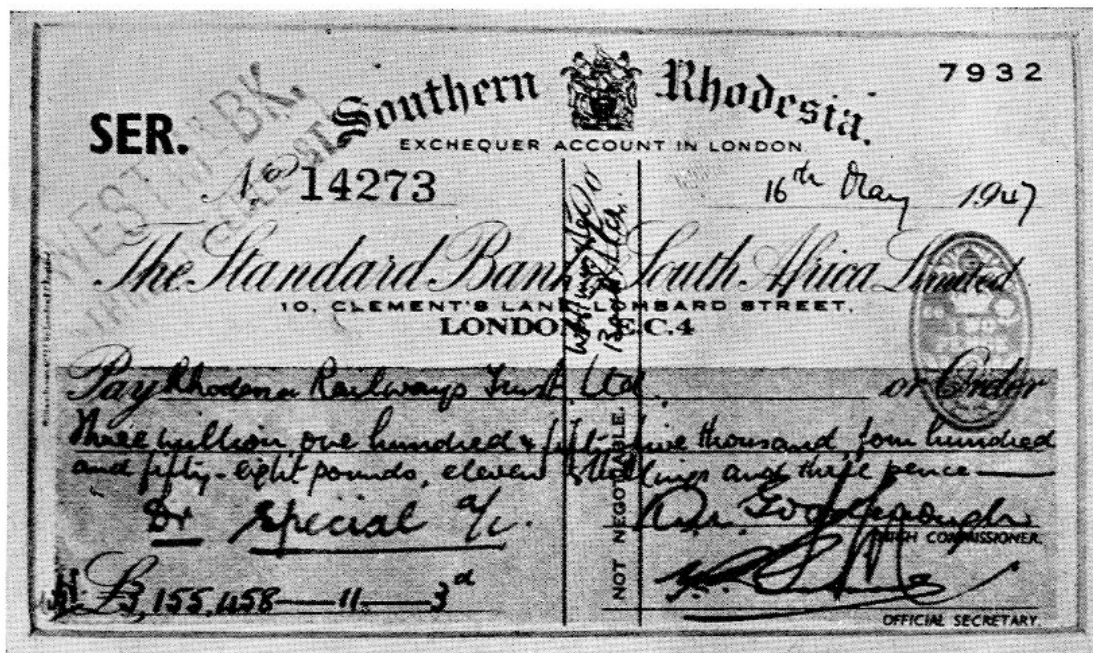
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A cheque for £3,155,458 · 11 · 3 drawn by the Government of Southern Rhodesia in favour of the Rhodesia Railways Trust, Ltd., by which the Colony purchased the share capital of the Rhodesia Railways. The cheque signed by the High Commissioner for Southern Rhodesia, Mr. K. M. E. Goodenough and by Mr. T. G. Gisborne, the Official Secretary, Office of the High Commissioner, was handed over to Sir Dougal Malcolm, representing the Rhodesia Railways Trust, on Friday, May 16, 1947. This is the largest sum ever paid out by the office of the High Commissioner in one payment.

From Salisbury to Kalomo the financing company was the Rhodesia Railways, Limited, which company, however, was precluded by the 1899 debenture trust deed from giving a first mortgage over the next section of 281 miles to Broken Hill, where lead and zinc had been discovered. This section was therefore financed by the Mashonaland Railway Company, and reached Broken Hill in January, 1906, crossing en route the Kafue river.

The Directors decided to extend the line still further north to tap the rich mineral resources of the Katanga copper mines. This last section of the main line was completed in November, 1909, under the aegis of the Rhodesia-Katanga Junction Railway and Mineral Company Limited. This company had been incorporated for the purpose in 1908 and in 1909 issued £800,000 5½% debentures, the interest being guaranteed for 20 years by Tanganyika Concessions. It was primarily with the object of obtaining coke from Wankie that Sir Robert Williams (mining engineer to Rhodes and the discoverer of the Katanga mines) urged that the mines be served by the Rhodesia Railways system.

The total open mileage was at that time 2,048. Subsequently a number of branch lines were constructed, mostly in response to mining needs, so that today the total mileage of the Rhodesia Railways system is over 2,400 miles.

The branch lines include Gwelo to Fort Victoria (123 miles) and Mount Hampden to Shamva (73 miles) built by the Blinkwater Railway Company. This company was formed in 1908 with a share capital of £200,000. The assets were acquired by the Rhodesia Railways, Limited, as from October 1, 1930.

Another branch line to which special reference must be made is the one from Somabula to Shabani (63 miles) built by the Shabani Railway Company in 1926. This company was incorporated in March, 1926, with a share capital of £50,000, the line being constructed to serve the asbestos mines at Shabani.

In the first instance the development of traffic over this long line was disappointing and the railways experienced many lean years, in which the shareholders participated, until development had caught up and was able to supply adequate traffic for the facilities provided. But at no time did the railways allow development to overtake the facilities they had to offer. They kept ahead of requirements by long-term improvement programmes, regrading of the lines, bridge-strengthening, stone ballasting, relaying with heavier rails, workshops extensions, new station facilities, improved rolling stock and more powerful locomotives.

Up to 1927 the whole system was operated by the Mashonaland Railway Company under the title of the "Beira and Mashonaland and Rhodesia Railways". As from October 1, 1927, however, the Rhodesia Railways, Limited, became the working company, and in October of the following year the Rhodesia-Katanga Junction Railway was taken over by the Mashonaland Railway Company. Then as from October 1, 1936, the Rhodesia Railways, Limited, acquired all the assets of the Mashonaland Railway Company and at the same time all series of the 4 per cent, 5 per cent and 6 per cent debentures were converted by an issue of £21,750,000 4½ per cent debenture stock. Thus the Rhodesia Railways, Limited, became the

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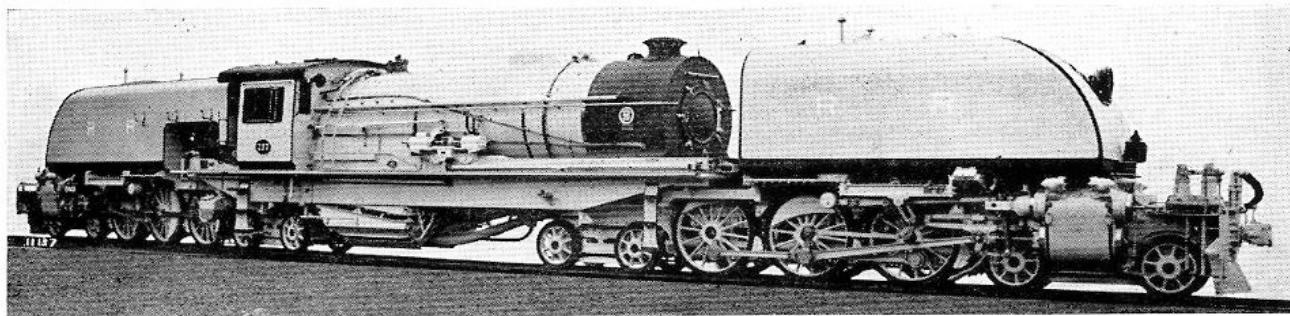
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owners of the whole railway system in Southern and Northern Rhodesia (excluding the Shabani branch) as well as the Vryburg-Bulawayo section.

One other point of importance is the fact that, though these railways have hitherto been privately owned, the lines within the territories of Southern and Northern Rhodesia and the Bechuanaland Protectorate were (since 1926) subject to the provisions of railway legislation and to a control similar to that exercised by the Rates Tribunal in England, railway charges being regulated and profits limited.

* * * *

THE WAR YEARS AND THE FUTURE

DURING THE 1914-1918 AND 1939-1945 WORLD Wars, the Rhodesia Railways were called upon to convey thousands of troops and their equipment, and to rush large tonnages of copper, chrome, etc., to Beira and the Union for use in the factories of the Allied nations.

By the time World War II had ended, the Railways found themselves in a parlous condition, due to the manner in which engines and rolling stock had been over-worked. Replacements were difficult to obtain, for many nations were clamouring for new equipment to rehabilitate their war-ravaged railway systems. Coupled with the deterioration of rolling stock was an increased demand in the world market for many commodities of which Southern and Northern Rhodesia held vast stocks. An ambitious programme of development, which it was hoped would keep pace with the rapid progress of Rhodesia, was initiated. This called for new locomotives and rolling stock, and more staff, and houses and single quarters to accommodate them; better layouts to enable larger tonnages to be moved expeditiously without encountering bottlenecks. The result of such planning is gradually becoming apparent. Train mileages are on the increase and revenue is mounting, but much still remains to be done.

The most important recent event was the change from private to State ownership of the undertaking of the Rhodesia Railways, Limited, in the territories of Southern Rhodesia, Northern Rhodesia, and the Bechuanaland Protectorate, as well as 112 miles of line in the Union of South Africa from Vryburg to Ramathlabama near Mafeking.

The purchase of the Rhodesia Railways by the Southern Rhodesia Government was effected by the acquisition from the Rhodesia Railways Trust, as from April 1, 1947, of the whole of the share capital of £500,000 of the Rhodesia Railways, Limited, for the sum of £3,150,000. This amount approximates to the capitalisation at 4 per cent of the dividend of £125,000 which the Rhodesia Railways were entitled to earn for the year ended September 30, 1947, under the terms of the Railway Act, 1935. To finance the transaction, as well as to redeem the balance of £21,750,000 4½ per cent debenture stock of the Rhodesia Railways, Limited, outstanding as at September 30, 1947, and to provide additional capital for the development of the railway undertaking, a loan of £30,000,000 was raised, being part of the issue of £32,000,000 Government of Southern Rhodesia 2½ per cent stock 1965-70.

Although Southern Rhodesia assumed responsibility for the financial arrangements necessary for the acquisition, and carried out the transaction, Northern Rhodesia and Bechuanaland Protectorate will be substantially interested by guaranteeing 20 per cent and 5 per cent, respectively, of any deficit which may arise in future for the loan service. The Governments concerned will participate in a percentage distribution of any surplus (based on the revenue earned in their territories) after various commitments detailed in the Rhodesia Railways Act 1949 have been met.

The prospects for the future are bright. The population of Southern Rhodesia has increased considerably since the end of the war, Rhodesian primary products are in heavy demand overseas, and many new industries have been established throughout the Colony. The difficulty is to keep pace with developments and demands. Planning takes time to materialise, especially when men and materials are not available locally. Improved operating and increased efficiency are making themselves felt, and, as the new resources come forward the increase in capacity should enable the Railways adequately to serve the country.



The Asbestos Industry in Rhodesia . . .

Thirty-eight years ago the production of asbestos in Southern Rhodesia began at the Gath's and King Mines, in the Mashaba district. From small beginnings in 1913 the industry has grown until, in recent years, its output has ranked second only to gold in the list of Rhodesian minerals produced. The Shabani fields were opened up soon after those at Mashaba, and the combined output, after increasing steadily for a number of years, has now reached a figure which represents the optimum for long term production and efficient operation. The asbestos produced is of the chrysotile variety, and is of excellent quality. The textile fibre produced from Shabanie Mine, in particular, is in great demand because of its high tensile strength, silkiness and freedom from impurities. The industry at first experienced the usual crop of difficulties common to all young industries. Suitable methods of treatment, grading and the physical state in which the manufacturers required the grades had to be learned by experience. The fact that the Rhodesian chrysotile was different from the Canadian product rendered useless the application of the methods employed there for recovering the fibre from the rock or its subsequent treatment. The present mining and treatment processes were evolved on the mine after careful and detailed study of all the factors.

Until recently, the asbestos was generally recovered by hand-cobbing in the open workings; plants, however, have been designed and are successfully working that supplement and will in time completely supersede these methods, and make for greater efficiency in recovery. Moreover, the plants of to-day embody highly elaborate

methods of treatment and grading which secure the utmost uniformity of grade and texture and ensure a thoroughly reliable product. Second only to the question of treatment comes the all-important question of markets. The Rhodesian industry has been successful in establishing a market for its products in all the principal countries of the world. The creation of that market and the gaining of its confidence by uniform and standardised grades have played a large part in the success that has been won by the Rhodesian industry. On the maintenance of that market through steadiness and reliability of supply depends the continued success of the industry.

An important feature of the Rhodesian product is that the percentage of spinning fibre produced in proportion to its total output is far higher than that of Canada. The shorter grades, moreover, are much in demand for fibre cement products, and throughout the world to-day supply is unable to meet the unprecedented demand for these latter grades.

The Rhodesian asbestos industry is fortunate in its association with Messrs. Turner & Newall, Ltd., of Rochdale, England, who are the largest manufacturers of asbestos products in Europe, and best able to plan and to ensure stability of output in the light of their knowledge of present and future world requirements. Like all other base minerals, asbestos is subject to violent fluctuations in demand and price; the careful planning of its marketing is of vital concern to the Colony.

African Associated Mines Limited

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RHODESIAN MINING INDUSTRY

by

F. P. MENNELL, F.G.S., M.I.M.M.



IT IS CERTAINLY TRUE TO SAY that the occupation of this country had for its basis the idea of expansion of the Empire, planted in the mind of Cecil Rhodes by Ruskin in his lectures at Oxford. This was, of course, advocated in a very different spirit from that of mere jingoism—the bogey of “imperialism” conjured up by certain Leftist writers. Both Ruskin and Rhodes believed that the advance of civilisation was best ensured under British auspices. The profit motive had very little to do with it, but it was obviously necessary, in order to enlist sufficient financial backing, to offer some prospect of material reward for those who embarked their capital in support of the project. This took the form of a share in the proceeds of working the minerals in which the country was believed to be rich.

Nor is it any aspersion on the character of the original pioneers to say that the lure of gold was largely responsible for their decision to proceed to Mashonaland. They had their living to make like other people, and if they hoped to make it in a less humdrum way than most, they also had to take far greater risks and face much greater hardships to make up for the romance with which their calling was invested.

At the time of the Occupation in 1890 the country certainly was invested with an air of mystery and romance.

ANCIENT MINE WORKINGS

THE MOST POPULAR OF RIDER HAGGARD'S widely-read novels were founded on the tales spread abroad by the few hunters and other travellers who had braved the very real perils that had to be faced in traversing these inaccessible regions. They told of the numerous ancient mine workings, and even of massive stone buildings in some parts of the same areas. And while it is true that the early legendary ideas connecting the Zimbabwe and other ruins with the Phoenicians cannot be upheld, it is by no means so certain that the “ancient workings” may not, in some cases, date to a very remote period. The knowledge of mining which they display may well have been derived, as the art of working iron must surely have been, either directly or indirectly from the ancient Egyptians. This would leave it an open question whether the tradition which suggested Milton's reference in “Paradise Lost” to “Sofala, thought Ophir” may not have a more solid basis than appeared probable when the belief in the great antiquity of Zimbabwe was first shown to be without foundation. In this connection it is perhaps

significant that ancient workings for gold are, in fact, absent from parts of the gold belt near Zimbabwe itself where some of the first claims were pegged, and from the untouched outcrops on which the first recorded production of the precious metal was derived.

Owing to their distance from the coast it is probable that the old mines were worked by the inhabitants of the country by the traditional methods which they had brought down from the north, without any direct foreign influence of later date. They had, of course, the encouragement afforded by being able to exchange their product for various articles of luxury with the traders who ventured some part of the way inland to various places—of which Sena is the best known—where marts existed long before the first European set foot in East Africa. The port of Sofala (which has since been superseded by that of Beira, a little to the north of it, and, as Milton's reference to it indicates) was evidently the principal outlet at that time for the products of the region which included what is now

Rhodesia. It was reported by the first Portuguese navigators who sailed along the East Coast 450 years ago to have a regular trade in gold, ivory and ostrich feathers.

The presence of the numerous ancient workings, which, it may be emphasised, included many for copper and iron as well as for gold, had a great influence on the work of the early prospectors. As soon as they were released from their duties with the Column which reached Salisbury in September, 1890, the pioneers spread about the country and soon pene-

trated into most of the Mashonaland gold-belts. In many of these almost every occurrence of gold-bearing rock had already been opened up by the “ancients.” Instead, therefore, of carefully examining a likely tract of country and testing all the favourable-looking outcrops (as is the usual procedure elsewhere) the search for gold largely resolved itself into getting natives to disclose the whereabouts of the old workings in the vicinity of their dwellings.

The usual inducement to do so was to make them presents of blankets, whence the term “blanket prospecting” came to be commonly used. The success of this procedure had the distinctly unfortunate result that it did not tend to train the newcomer in the routine of prospecting as understood elsewhere. Many opportunities were even overlooked owing to overestimating the powers of the “old ancients,” as they were commonly termed. It began to be believed that anything they had not tried was worthless, while, on the other hand, if the workings were large there was a tendency to think that all the ore of any value had already been taken out. This was actually the case with the first prospecting party to see the Globe and Phoenix after the occupation of Matabeleland, and it led, as I was informed by their leader, Mr. H. Shepherd, to this wonderful property's being left unpegged!

Forty-nine years ago, as a young man aged 21, Frederic Philip Mennell came to Southern Rhodesia to start the Rhodesian Museum. For the past 42 years he has been closely connected with the Colony's mining industry, so that he speaks with authority and experience in the accompanying article. The Member for Bulawayo District in Southern Rhodesia's first Parliament after the grant of Responsible Government, Mr. Mennell's interests have been varied, and he has served both on the Historical Monuments Commission and the Electricity Supply Commission. Among the books on mining that he has written are “Hints on Prospecting for Gold”, “The Rhodesian Miners' Handbook” and “A Guide to Mining in Rhodesia”.

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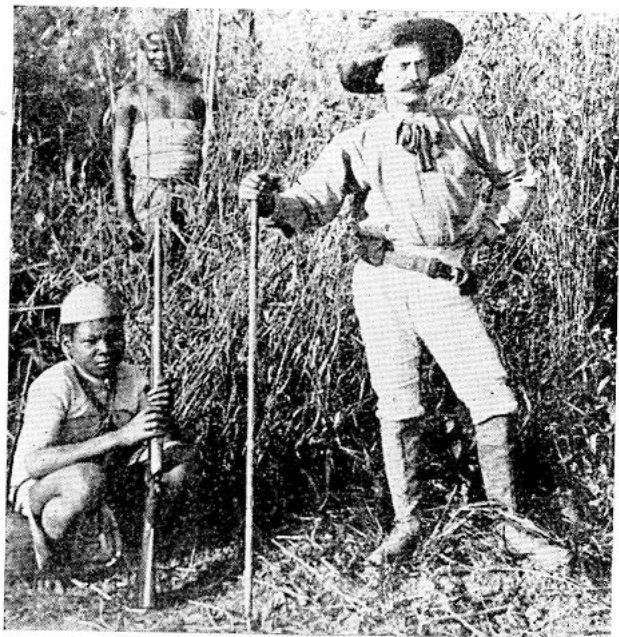
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INSUFFICIENT EXPERIENCE OF CONDITIONS

IT WAS A GREAT DRAWBACK TO THESE EARLY attempts at mining that so few trained miners were available at the start of operations. Such matters as surface enrichment and the distribution and pitch of ore shoots were seldom understood, while mistakes were not infrequent even in regard to the dip of the reefs. Another decided disadvantage with which the industry had to contend was the neighbourhood of the Rand. This often led engineers who had gained their experience on that great goldfield into one of two equally serious errors in dealing with Rhodesian properties. They were apt either to work them at quite unnecessary expense with shafts and equipment altogether unsuited to the short shoots of ore usual in Rhodesia, or, going to the other extreme, to condemn as worthless prospects which did not conform to Rand standards in various ways.

This was a singularly unfortunate procedure, as will be realised from the fact that one property so turned down covered what were afterwards repegged as the Cam and Motor claims, which head the list of producers at the present day. My information on this point came from Mr. Harvey Brown, a former Mayor of Salisbury, who was one of the original owners.

* * * *

THE MINING LAW AND THE SMALLWORKER

ANOTHER FACTOR WHICH HAD AN ADVERSE influence on the progress of the mining industry was the provision in the mining laws that working for profit, or in other words actual production as opposed to the preliminary development work, was only permitted on the flotation of a limited company in which a large part of the vendor interest had to be allotted to the Chartered Company. This provision was intended to help in recouping the Company for the expenditure it necessarily incurred in the occupation of the country, but in view of the small size of the majority of the mines it constituted a very definite bar to progress.

Other influences that had unfortunate effects were the Matabele War in 1893, the native rebellions in 1896 and the Boer War that started in 1899. On the other hand, it is true that the occupation of Matabeleland gave a marked impetus to prospecting by opening up new and promising fields, especially Sebakwe, Selukwe, Bulawayo and Gwanda. Nevertheless, the provisions relating to the flotation of mining claims prior to production continued to form a serious stumbling block. In 1903 the visiting directors of the B.S.A. Company eventually agreed to allow the milling of ore on a small scale in return for a royalty on the gross output. The same terms were extended in August, 1904, to outputs up to 1,500 oz. a month, and finally a royalty basis was applied to all new producers at the end of 1907. There can be no doubt that the abrogation of the "fifty per cent clause", as the provision for the Chartered Company sharing in the vendor interest of mining flotations was termed, was one of the most important steps in putting the industry on a sound basis.



FIRST PEG

Pioneer, 10 claims, Umfuli, Hartley District, pegged 1st October, 1890 (the day after the Pioneer Corps were disbanded). Transferred to Rhodesia Goldfields Ltd., 21st October, 1898, and abandoned by them, 28th December, 1898. The inscription reads: "Pioneer. United Rhodesia Gold Fields, Regd. 1.10.90. No. 3, Inspd. 6.1.91. End Centre E."

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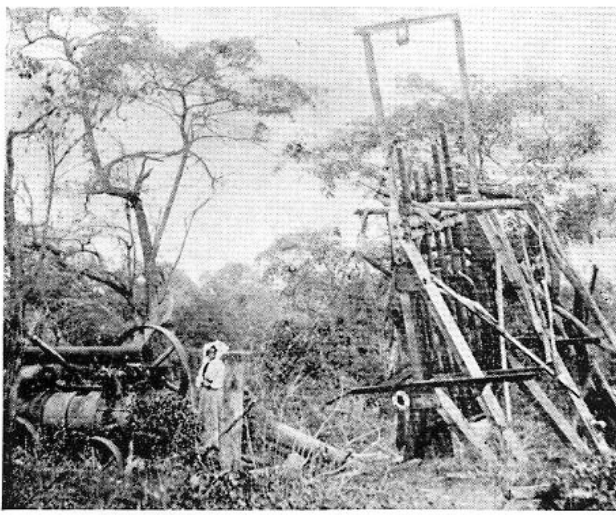
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SOUTHERN RHODESIA 1890-1950



LOBENGULA'S BATTERY

Lobengula sent Dawson to secure some claims as soon as the Pioneer Column had settled at Fort Salisbury. Ground was secured at Hartley Hill, and an old five-stamp battery was erected. Dawson was placed in charge and had considerable difficulty with the old machinery. As wealth did not materialize, Lobengula shut down. He was given a button of gold which represented the total output of his mine.

The result was a complete change in the course of a few years from a general attitude of pessimism regarding the future to one of exuberant optimism. Numbers of "small workers", as they were called, started on claims of their own, a considerable proportion of which had been abandoned by the mining companies as insufficiently large or rich for them. Other mining men continued the practice of "tributing" from the companies' mines which had been developed, sometimes on an extensive scale, but had proved disappointing for one reason or another. This was often nothing more than the failure to work with sufficient economy or with suitable methods, and I can say without hesitation—having been here at the time—that it was the smallworker who taught most of the companies how to run a mine.

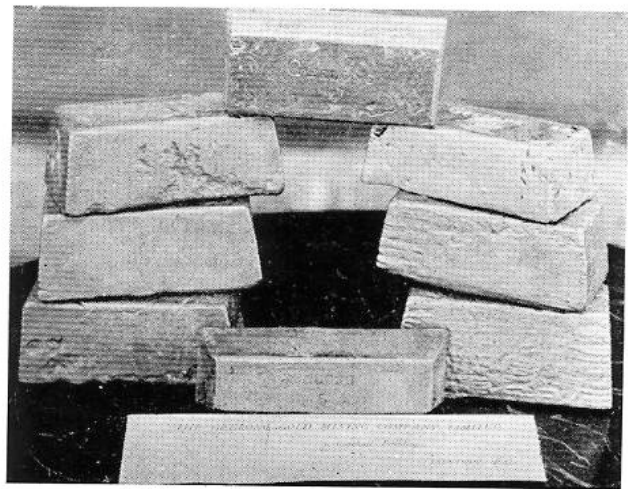
He had to make ends meet with little or no capital to back him up, and the result was that systems of mining and treatment were soon evolved which were suited to local conditions. Of course, there were failures, but it is remarkable how many of the men were successful, especially those who had some previous knowledge of handling machinery.

The position of the companies was very favourably affected by the activity which ensued. Various properties opened by small workers proved sufficiently attractive to be taken over for flotation and operation on a larger scale than was possible without the provision of ample capital for development and equipment. After the signal success of the Eldorado mine, added to the good showing by the Giant and other companies, had led the way, a boom period followed, during which the Lonely, the Shamva, the Cam and Motor and other claims were acquired from smallworkers and developed into important producers. It was not until the 1914 War broke out, however, that this was fully reflected in the output returns; the importance of the mining industry to Rhodesia is strikingly illustrated by the fact that the gold produced was for many years of sufficient value to pay for the whole of the imports into the country, a state of affairs which lasted till 1917. In that year, it may be mentioned, the value of the gold output was enough to pay the total government expenditure nearly five times over!

THE VARIOUS MINERALS WHICH NOW PROMISE to contribute so much more largely than gold ever did to the total output came upon the scene by slow degrees. Lead, rather curiously, was the first base metal to figure on the output returns, this being due to the fact that it was contained in concentrates from the two leading mines of the Umtali district. This was in 1903, a year which added to its other very substantial records of progress the first output of coal, as the railway was extended towards Wankie. Diamonds and other precious stones from Somabula came in during 1905, as also did chrome ore from the great Selukwe deposits. Regular production of this very important mineral began in the middle of 1906, a time which also saw the first outputs of copper, chiefly from the small smelter at West Nicholson, where a matte was produced containing gold and silver that could not otherwise be recovered. Tungsten came on the scene at the same time, the ore being wolframite from Essexvale, to be followed in 1907 by scheelite from Umsweswe. The first output of antimony had already been declared in February of that year.

A very important event was the appearance of asbestos on the returns for 1908: by 1919 it had taken a place second only to gold. Tin ore was produced for the first time in 1916, though it had been known at a number of localities since 1908. In 1919 a start was made in the production of arsenic from local occurrences, while mica was added to the list in the same year. Some nickel ore was produced in the 'thirties, and small amounts of other minerals like zinc and manganese, platinum and tantalum, corundum, graphite, barytes and fluorspar have been mined, as well as ironstone, ochre, and iron pyrites.

During the last few years an endeavour has been made—at last—to produce iron itself in the neighbourhood of Que Que. This is a step forward in the direction of supplying from local sources the more important materials on which the development of industries can be based. More recently still, the discovery of a large deposit of phosphates, from which production has so far been only on an experimental scale, should shortly render us self-supporting in this very important type of fertiliser. Vermiculite, which has attracted much attention during the past few years in the Union of South Africa, is the last mineral to come into production.



FIRST EXPORT OF GOLD

First regular production from the Geelong Mine, Twenty Stamp Battery, September, 1898.



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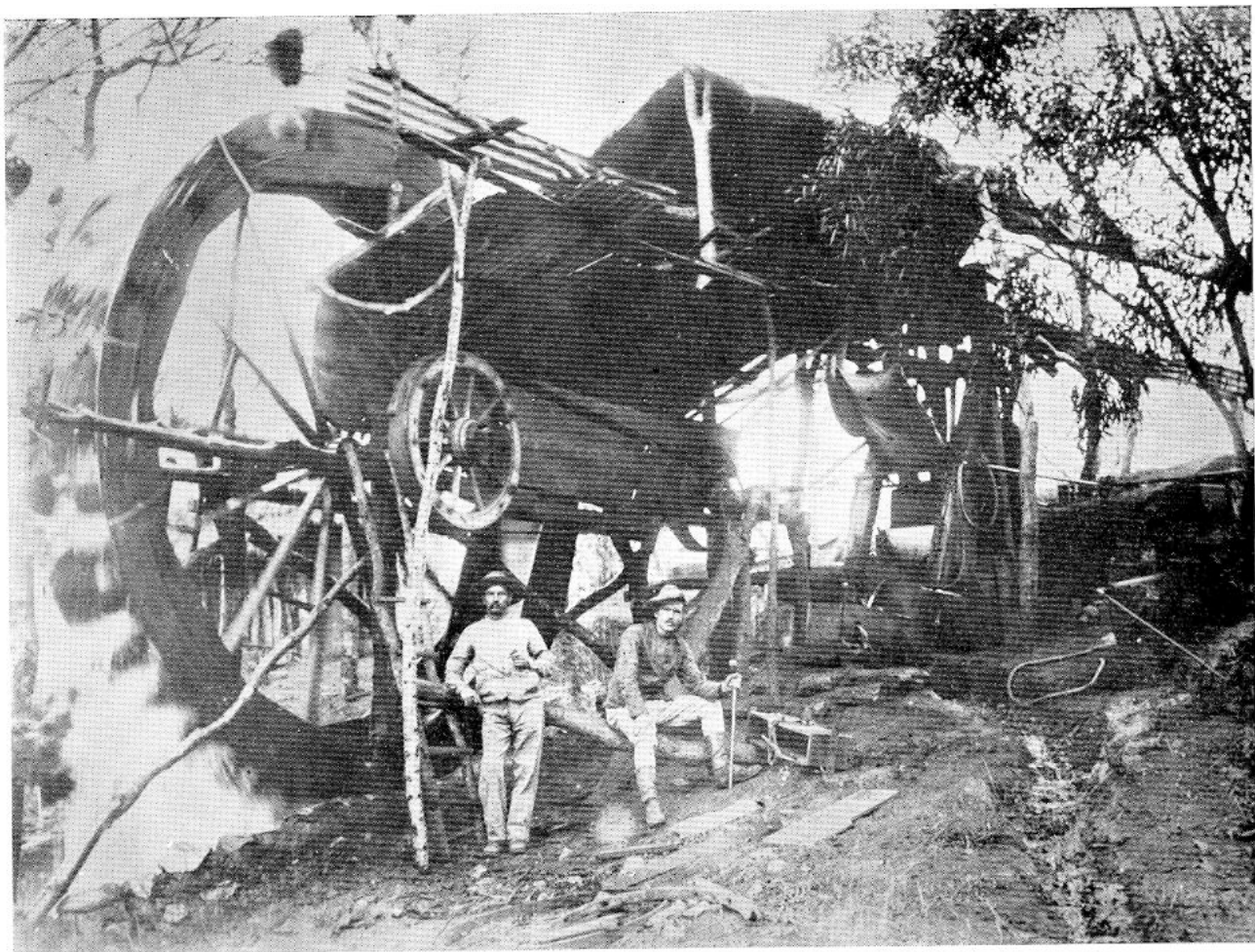
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TULLOCH'S WATER-WHEEL, made of whisky cases, on the Umtali River below the waterfall, and used for crushing ore from the Liverpool Mine, 1898.

GOLD

THAT GOLD IS SO MUCH THE MOST PROMINENT among the mineral products of the country shows that the industry is still in an early stage of development. It has, however, passed one important milestone in that 1948 saw the combined total value of the other metals and minerals surpass that of gold. This has been impending for some time, in fact the same thing occurred before as long ago as 1929. Only a combination of circumstances including low prices and the outbreak of war prevented the present situation from becoming permanent some years since. All the same, it must be remembered that the gold output has not only been of the utmost assistance in the development of the country but still remains a matter of much importance. So far the history of the mining industry has been largely a tale of the enterprise and efforts of the gold producer, and it is a matter for regret that his stimulating influence on prospecting has so greatly diminished, partly as a result of an otherwise desirable feature, deeper mining. Unfortunately it appears inevitable that the output should continue to decrease. That we shall be doing very well if we manage to keep up somewhere near the present level for any length of time will be evident when it is realised that we do not now produce as many ounces as we did forty years ago. The

peak year was 1916, when a figure of over 930,000 ounces was reached, but after 1918 it fell again to very much the same on the average as in 1907 and 1908. Under the influence of the gold premium another rise took place in the thirties, and from 1936 to 1941 inclusive the output was either over or very little under 800,000 ounces per annum. It fell sharply in 1943 since when it has decreased to 514,000 ounces for 1948. While the price is up, it has been largely offset by increased costs and the fall in the purchasing power of the pound as well as by the shortage of labour. Nearly 30 million ounces, worth about 167 million sterling have been produced to date.

* * * *

GOLD OCCURRENCE

GOLD OCCURS WIDELY DISTRIBUTED throughout Southern Rhodesia among the extremely ancient rocks known as schists. These are often indeed called the "gold belt formation," or, as abbreviated by the old time prospector, simply "formation". A heavy red soil covers most of the gold belts and renders them easy to distinguish from the great stretches of granite which occupy half the entire country and are

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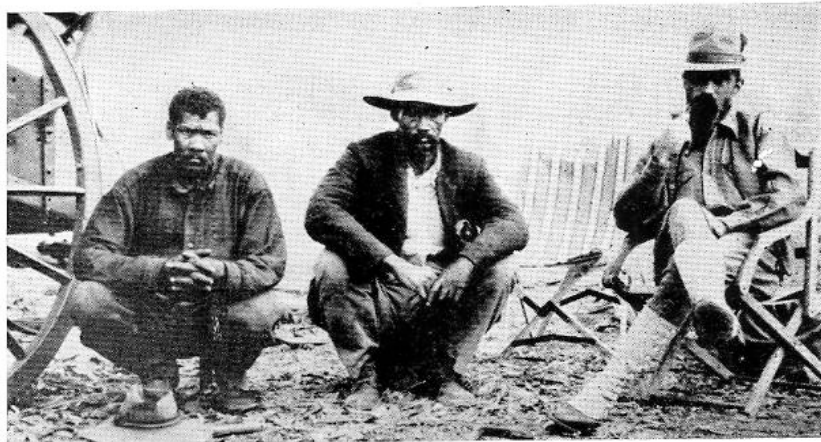
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AT WANKIE.—A. Giese (in chair) discoverer of the Wankie Coal Fields, and two coloured hunters who used to work for the trader Westbeech at Pandamatenka.

characterised by poor sandy soil. Though only about a quarter the area of the granite masses, the patches of "formation" are still very extensive, and there is room for serious prospecting even now. The granite also contains gold at times, but as a rule only in the immediate neighbourhood of the schists. The Globe and Phoenix and the Tebekwe, for example, are partly in one rock and partly in the other. The granite in these cases is usually so altered as to be almost unrecognisable, the bulk of the ordinary types being entirely barren. There are a few occurrences of gold among some of the younger rocks laid down upon the granite or penetrating it in the form of intrusions.

The deposits in which the precious metal is embedded vary considerably, but it is possible to classify them in two main groups. There are many which are commonly termed reefs, usually of hard quartz, which are sharply defined from the enclosing "country rock". They may extend for considerable distances, but are seldom more than a few feet in width. Some valuable mines have been on reefs only about a foot on the average; on the other hand you may get at times an exceptional bulge up to 20 or 30 feet for a limited distance. When the length of strike is considerable, it does not at all follow that the whole of it, or indeed more than a small fraction of the total, contains payable gold. The valuable portion is known as a "shoot," and a shoot may extend downward for a long way into the ground. Such cases are exceptional, but it is, of course, the exceptional cases that make the valuable mines. The other class of deposit may be called an impregnation or dissemination, and may consist of any kind of rock, replaced to some extent by mineral matter, and be nearly as wide as it is long. The impregnations include comparatively narrow bands of mineralised schist or of "banded ironstone", very like an ordinary reef. The width in other cases, however, may make all the difference to the payability, and may compensate for a short strike and for a limited extension in depth.

* * * *

PROSPECTS OF FUTURE DISCOVERIES

THE USUAL METHOD OF TESTING THE VALUE of a reef is by panning, i.e., washing off the lighter materials in water, leaving a heavy residue in which gold,

when present, is usually conspicuous. There are, however, quite a few deposits of the second group which show little or no gold in the pan. It is among such cases that there is most hope for future discoveries: the Lonely mine in its declining years treated large tonnages from bands of mineralised schist in the neighbourhood, at least one of which showed no gold whatever in the pan. Other discoveries will doubtless be made of reefs, etc., now covered by soil, when exposed by excavations put down without a thought of finding gold in most cases.

* * * *

ASBESTOS

THE VALUABLE MINERAL FIBRE KNOWN FROM the earliest times for its resistance to fire under the names of asbestos or amianthus claims special attention owing to its being by far the most important of all the non-metallic minerals produced in Rhodesia at the present day. There is more than one sort of asbestos, that fetching the highest price being really a variety of the common mineral serpentine, which forms large masses of rock in many parts of the colony. It was first opened up in 1907 by a Bulawayo syndicate consisting of Messrs. G. S. D. Forbes, H. S. Hodges and F. P. Mennell, with the active assistance of Mr. A. A. Heyman, then Mining Commissioner at Fort Victoria. It was no easy matter at the start to gain a footing in a market dominated by firms interested in rival deposits elsewhere. After several reconstructions, during which the original holders dropped out, Gath's claims at Mashaba were amalgamated with the Shabani find, made by Mr. M. Kerr in 1915. They were taken over by the Rhodesian and General Asbestos Corporation, which was formed in 1917 and soon became the leading producer of high grade asbestos. Other finds had meantime been made near the two big mines and elsewhere. It is now admitted that the Rhodesian chrysotile is unsurpassed, and it is interesting as a reversal of former prejudices that it is actually mixed with the Canadian fibre to improve the spinning qualities of the latter. In 1948 the production of asbestos in Southern Rhodesia was 68,896 tons, valued at £2,604,623, this being more than the combined total of all the other base minerals. There is plenty of room for the further expansion of the industry. New fields may well be developed in some of the numerous areas of serpentine, by no means all of which have been exhaustively prospected even now.

* * * *

CHROME

THE MINERAL CHROMITE OR CHROMIC IRON ore, always locally known as "chrome," has recently been next in value to asbestos. Like the latter it is found exclusively in serpentine or rocks closely related to it, but does not often affect the same localities, though there

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Aerial view of Wankie Colliery.

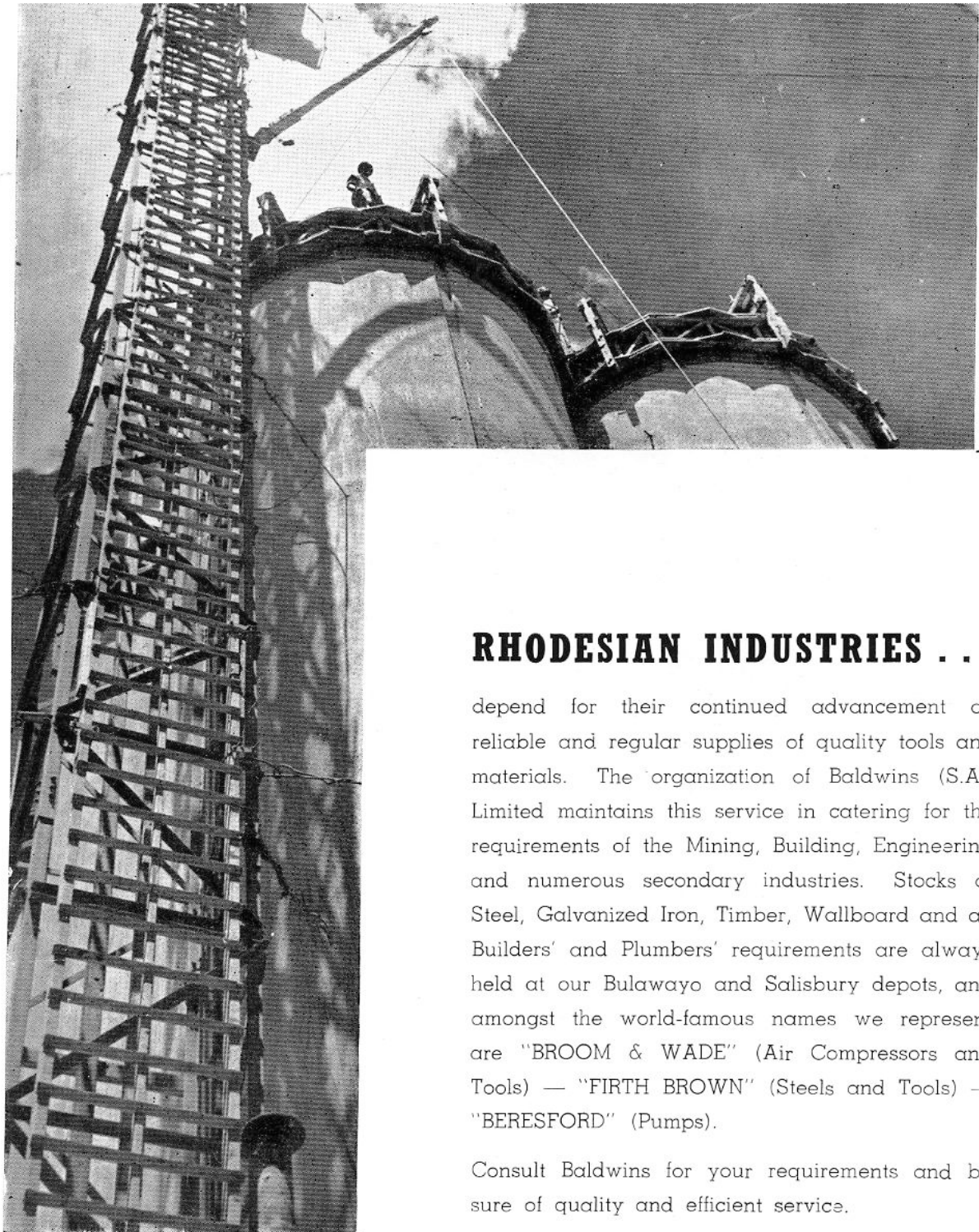
is some being mined at Mashaba. The principal centre of production is Selukwe, but other localities have large outputs. The Selukwe deposits were first brought to notice by Mr. J. Hazlehurst in 1904. Large irregular bodies are scattered about in the hilly country there, and may be almost solid chromite. It is the aim of the mining methods employed to get the stuff out with as little dilution as possible by valueless matrix. Remarkably extensive deposits also occur in the so-called "Great Dyke", which cuts right across Southern Rhodesia from North to South. These are of quite a different type, consisting of flat-lying seams so narrow as to be measured in inches rather than feet. They are often rich and continuous for great distances, but they are not easy to extract without a lot of waste. The material has often to be washed or otherwise concentrated to be rendered marketable, and concentration is also practised on some of the finer material from Selukwe. The resulting product is of high grade, and is only excelled by that of the much smaller deposits in Baluchistan. In recent years the Turkish mines, owing to the rise in price of the mineral and their more ready accessibility from most of Europe, have had a renewal of activity and the Union of South Africa is producing a good deal of low grade material. Nevertheless Rhodesia is still potentially of the first importance, and can put much more chrome on the market as transport conditions become easier. The 1948 output was 254,308 tons valued at £825,414,

over 80,000 tons more than for the previous year, and nearly double as much in value.

* * * *

COAL

IN VIEW OF THE FACT THAT COAL IS THE MOST important mineral product of the world, exceeding all others both in tonnage and value, it is very satisfactory that Rhodesia should possess such very extensive coalfields. They occur in the lower parts of the country both north and south of the central plateau, and occupy much of the northern part of Matabeleland, while they run right through the southern portion of Mashonaland, being especially prominent in the Sabi valley. The Wankie coalfield, between Bulawayo and the Victoria Falls, was located by Mr. A. Giese shortly after the Occupation. After some initial difficulties, the Wankie Colliery, which will always be associated with the name of Mr. A. R. Thomson, who was General Manager for 25 years, has provided for the needs of the colony ever since. The present output is not in any way commensurate with the enormous resources of the country in this essential fuel, which are exceeded by few countries in the world. That which is mined today is a semi-bituminous variety, very suitable for steam raising, but other types occur in the other fields. In 1948, 1,868,669 tons were raised, their value being given as £748,053, over £125,000 more than during the previous year.



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Open Asbestos workings at Mashaba.

COPPER

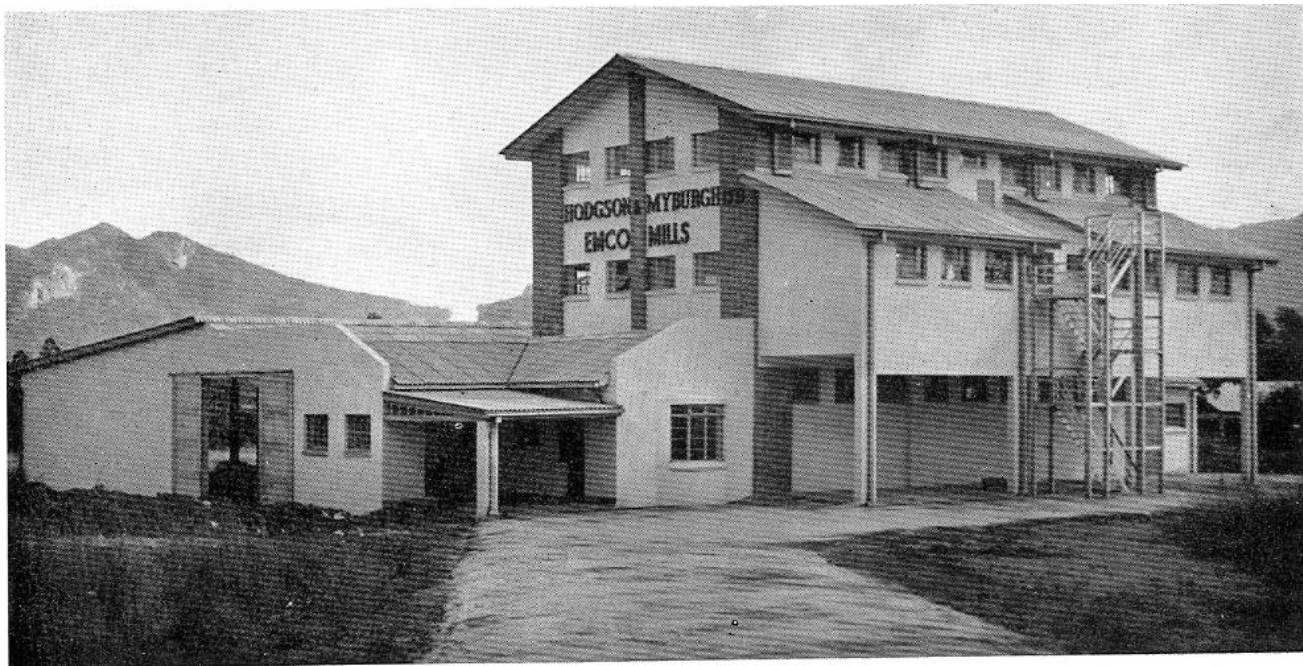
THIS METAL IS ONLY BEING PRODUCED IN small amounts at present, but it has figured quite prominently on the returns in former years, and there is every reason to anticipate that it will assume an important place in the future. Vasco da Gama called the Limpopo the "Copper River" when he saw it for the first time on his voyage along the east coast. There are in fact numerous ancient workings for the red metal both in the vicinity of that river and various other parts of Southern Rhodesia, among them two of the largest in the country. The first production, under modern conditions was from a small blast furnace at the West Nicholson mine, Gwanda, and was in the form of a matte rich in the precious metals. Nearly all the ores worked so far have attracted attention through their content of gold, the greater part of the output having come from the Falcon mine at Umvuma. The orebody there was a gold-bearing reef, full of sulphides, like that of the Valley mine which provided the concentrate smelted at West Nicholson. The plant was however, a much larger one, and the treatment was carried a stage further to produce blister copper. The smelter also served the very useful purpose of treating custom ores from other parts of the country, and the lack of similar facilities at the present day is much to be regretted. The production of the metal has reached the considerable total of £3,000,000, but there are deposits known in the more

remote parts of the country capable of outputs on a still larger scale with the improvement of transport and other conditions.

* * * *

MICA

THIS IS ONE OF THE MOST INTERESTING OF the non-metallic minerals, and though the industry has had a decidedly chequered career since its first flush period during the twenties, there is no reason why it should not continue to flourish for many years to come. The production has nearly all been from near Miami in the Lomagundi district, where mica is found among a series of gneissic rocks presumed to be highly altered representatives of the same formation as that containing the great copper deposits of Northern Rhodesia. The actual matrix is a coarse aggregate of quartz and felspar, forming with the mica itself a pegmatite occurring in more or less vein-like masses or dykes, of very variable width. The mica is of the variety known as "muscovite," and forms what are aptly named "books," which are usually found at or near the margins of the dykes, either continuously or in patches. They lie at all angles, and are sometimes crowded so closely that they touch each other. They may be split into any number of perfectly flat sheets which usually have what is generally termed a "ruby" tint when



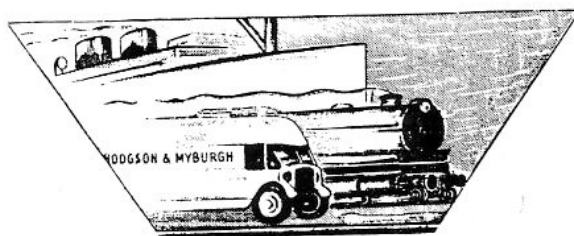
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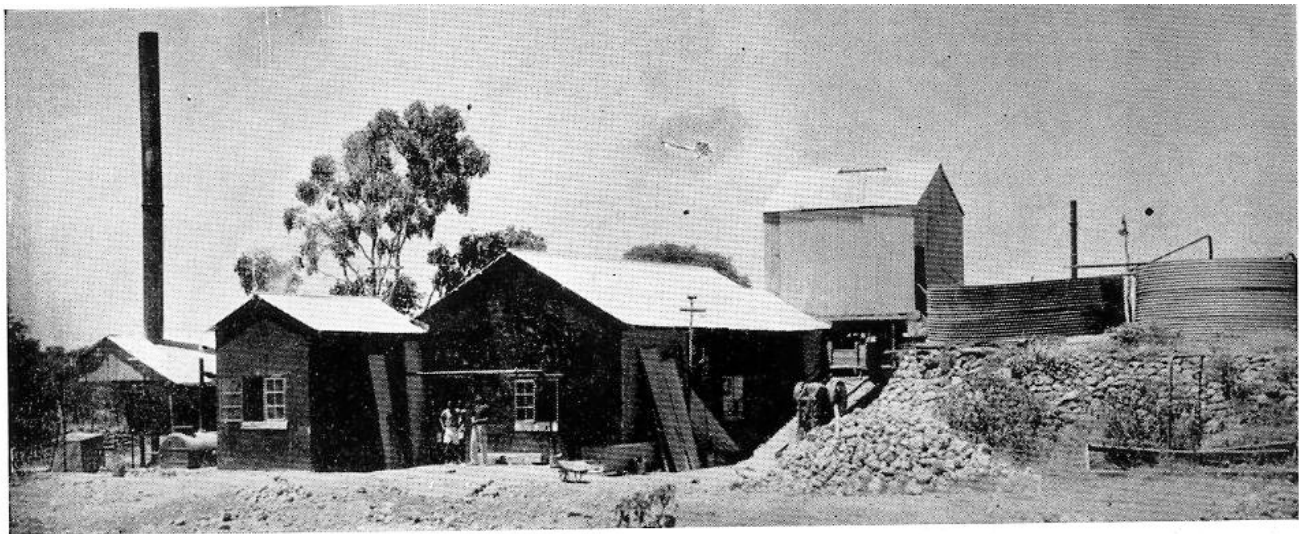
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UMTALI
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Small gold mine near Bulawayo.

not too thin. The larger and more transparent sheets are used for lamp chimneys, stove fronts, etc., but the chief use nowadays is for electrical goods, mica being unrivalled as an insulator under the most trying conditions. There is a great amount of waste during the process of splitting and trimming the sheets for the market, and the stuff as mined only yields a few per cent of trimmed mica. Scrap is used for making lubricants and many other minor purposes, and may also be cemented together to make composite sheets. The Rhodesian mica is of the highest quality, and the best is not distinguishable from the finest Indian mica, which was previously regarded as unrivalled. The annual output has been worth in the neighbourhood of £150,000 in recent years, and the grand total is getting on for a million and a half.

* * * *

TUNGSTEN, TIN AND TANTALUM

THESE THREE MINERALS, LIKE THE VERY different one dealt with in the last section, invariably occur in association with granite or its offshoots, usually pegmatite or a related type of rock. The first tungsten to be worked came from the deposit of wolframite round Mr. J. P. Richardson's homestead at Essexvale, of which the ruins can still be seen among the excavations. The initial output from this source was declared in August, 1906, the mineral having been identified in January, 1905. Samples had come in from the Sabi valley two months previously. Scheelite, the other tungsten mineral, which is much more widely distributed, was first exported not long after, namely in April, 1907. It was from a quartz reef in granite found near the Umsweswe river by Mr. Rowland Buck in September, 1906. While wolfram has been chiefly extracted from rubble, scheelite is often found in gold reefs, as, for instance at the Golden Valley mine, which has produced quite a lot. It is certain that a larger amount might have been recovered by concentration from a number of other reefs if more attention had been paid to the heavy minerals associated with gold. The Scheelite King at Mazoe and the Hippo Mine on the lower Sabi

were substantial producers during the war, but the centre of gravity of the industry has shifted back recently to the Wankie and Bulawayo areas. The total output so far has been 4,723 tons of concentrates worth nearly a million pounds.

Tin, which is a common associate of tungsten elsewhere keeps quite clear of it in the local deposits as a rule. The first finds of the metal were made in 1908, but production did not start till 1919. This was from the Victoria district, but in later years discoveries were made near the edge of the Wankie coalfield. The granite in which it occurs there has a marked resemblance in some important respects to that of Cornwall, the earliest source of tin, and the area has recently become much the most prolific producer. The total production in the country has amounted to 3,180 tons of concentrates worth over £600,000.

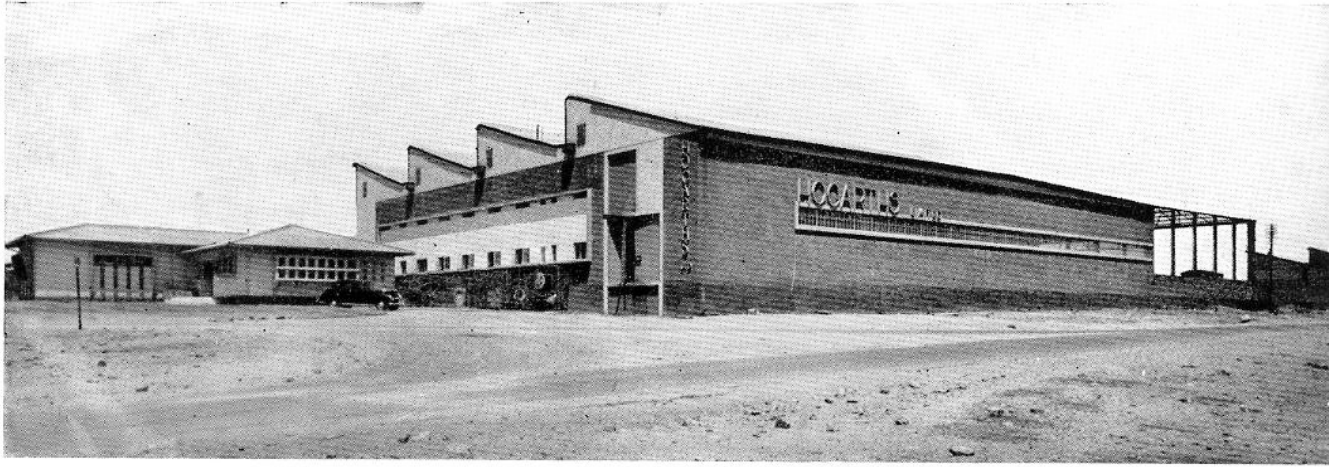
Tantalum is decidedly rarer than the two minerals dealt with above. It occurs near the tin and tungsten lodes at the eastern extremity of the Victoria gold belt, where it was recognised during the first world war. Very little reached the market till after the outbreak of the second war, further discoveries having been made meantime between Umtali and Salisbury. Altogether over a hundred tons of concentrates have been sold, realising more than forty thousand pounds.

* * * *

OTHER MINERALS

IT IS IMPOSSIBLE TO REFER IN DETAIL TO THE many other minerals which have contributed to the output, though a number of them give promise of becoming much more prominent in the near future. Silver has reached a total value of three-quarters of a million, though it has so far been a mere by-product of gold mining. Platinum, first traced up by the Geological Survey in 1925, occurs abundantly in the "Great Dyke" area, and the treatment problems which stifled production before, in spite of Mr. A. Grainger's valiant efforts at Belingwe, should not be insoluble now. That fascinating stone, the

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diamond, has been worked to some extent, the first discovery having been made in the Somabula gravels by Mr. A. Moir, who brought it to the notice of Sir John Willoughby early in 1905. The latter personally superintended extensive prospecting operations which revealed the presence in the wash of many other precious stones which were identified by the writer: they comprised ruby, sapphire, chrysoberyl (including catseye and alexandrite), beryl (aquamarine) and topaz, one variety of the last being the beautiful "Somabula blue." Actual pipes, like those of Kimberley, were discovered near the Bembezi river at the beginning of 1908 as the result of a clever bit of prospecting by Messrs. W. H. Kenny, J. Scott, and H. Withy. These did not prove payable, but as we are well within the area where rich deposits may be expected to occur, such may still be found in the future.

Turning in quite another direction, arsenic may be mentioned as a substance of great value to the farmer in the form of dips and insecticides, which has been produced in some quantity. The pioneer in this work was Mr. J. Buchanan at Odzi, just after the first great war, and production afterwards took place at Gwanda. Antimony, another useful substance which first earned notoriety as a poison, has also appeared on the output returns most years since 1907, chiefly from the Gwelo district. Lead has never yet been produced on a large scale, but the phenomenal prices paid for it of late are causing the possibility of putting up smelting plants to be explored at more than one locality. Bismuth, a rarer heavy metal, may also get further attention in the future. Zinc, though

expensive to produce, should receive more notice considering the extraordinary price at which it has been quoted for some time past. Manganese and corundum are lower priced minerals of which there has been some small production. At present, in spite of their small market value, an attractive prospect is also presented by the large deposits of such non-metallic minerals as barytes, magnesite, fluorspar, phosphates, and vermiculite, not to mention our great resources in ores of the most important of all the metals, iron. The possibilities of these have not by any means received the attention they deserve. Particular reference may be made to the two which have been most recently discovered, namely phosphates and vermiculite. These occur together at Dorowa, first opened up in 1945, vermiculite being much more widely distributed, and since found as far away as Wankie. The great phosphate deposit at Dorowa is reported by the American authority who examined it in 1948 to have proved reserves of 17,000,000 tons, and preparations for large scale production will follow the provision of the transport facilities on which work is now proceeding.

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Royal Charter

The history of the Chartered Company really began in 1888 when the emissaries of Cecil Rhodes succeeded, in the face of the opposition of rival would-be concessionaires at Lobengula's Kraal, in obtaining from that Chief the Rudd Concession.

A Royal Charter granted by Queen Victoria on 29 October, 1889, enabled the Company to exploit that Concession and gave it the right to exercise wide powers of Government and development within its sphere of operation, should it succeed in obtaining these.

Less than a year later the Company's Pioneer Column, guided by Selous and accompanied by Rhodes's friend and lieutenant, Dr. Jameson, had made its way safely into Mashonaland and planted the flag at Salisbury, now the Capital of Southern Rhodesia.

In 1893, after the routing of Lobengula's impis and the flight and death of the Chief, Matabeleland was occupied; and by agreement with the Imperial Government the Company's administration was extended over the whole of what is now Southern Rhodesia.

A vast new province had been added to the British Empire without the loss of a single soldier of the British regular army or the expenditure of a shilling of the British Taxpayers' money.

Furthermore, the Company was able to obtain from Lewanika, the Paramount Chief of the Barotse, and from other native rulers in the vast

tract of territory lying between the Zambesi on the South and the Lakes Tanganyika and Nyasa on the North, a series of concessions of extensive land and mineral rights; and having thus obtained a foothold the establishment of an Administration over what is now Northern Rhodesia followed soon afterwards.

From that time until 1923, when the administration of Southern Rhodesia was handed over to a Responsible Government, and until 1924, when the administration of Northern Rhodesia was assumed by the Imperial Government, the history of Rhodesia was the story of the British South Africa Company. The threefold objects which the petitioners for the Charter had set before themselves were the establishment of British ascendancy in South Central Africa, the development of the potential wealth of that part of the world and the raising of the lot of the native inhabitants.

As regards the second of these, a summary of the mineral production up to the 31st August, 1949, illustrates the progress made: Southern Rhodesia: Total value £238,861,993 (gold £170,377,008; asbestos £32,799,589; coal £14,952,399; chrome £13,585,251; copper £5,803,663).

Northern Rhodesia, up to the 31st July, 1949: Total £233,090,435 (copper £197,570,223; lead £7,185,171; zinc £10,837,183; cobalt £10,724,794; vanadium £4,709,850).



First Administrative Building Salisbury 1899

The Chartered Company's policy of granting prospecting concessions to groups of companies, amply provided with resources to enable them to

examine, develop and exploit the mineral wealth of the country, has been fully justified by results. The copper fields of Northern Rhodesia, which are among the Empire's most valuable resources, were developed and brought to production through that means and have in a few brief years led to the establishment of a vast industry which is giving wealth and security to that territory. The Company disposed of its mineral rights in Southern Rhodesia to the Government of that Colony in 1933 for the sum of £2,000,000—a purchase which, owing to the premium on gold, has proved an extremely profitable one for the Colony and recently arrangements have been concluded with H.M. Government in the U.K. and the N.R. Government for the termination of the Company's mineral rights in Northern Rhodesia in 36 years' time.

The building of more than 2,500 miles of railway, connecting Rhodesia with the Union of South Africa on the South, the Belgian Congo on the North and Portuguese East Africa on the East, and the institution of road motor services as "feeders" to that railway system, were initiated and completed by capital raised on the credit of The British South Africa Company and have contributed largely to the opening up of the territories served. All these railways have now been taken over by the Governments concerned.

During the whole of the Company's existence it has led the way in the agricultural and

pastoral sphere of Rhodesia . . . Its citrus estates at Mazoe, Premier and Sinoia; its maize, wheat, cotton and forestry enterprises have been scientifically developed; it initiated the tobacco and cattle industries in Southern Rhodesia; its Milling Company is an undertaking which has proved of great assistance to the farmers of the country.

That the third object of the Charter, the raising of the lot of the native inhabitants, has been fulfilled cannot be stated better than in the words used by a Minister of the Crown who in 1920 described the native administration of Rhodesia to the House of Commons as "a model not only in Africa, but for any part of the world where you have the very difficult problem of the white settler living side by side with the native."

At the end of this, its first half-century of existence, the Company can look back upon a period of solid achievement. For the first 33 years its work was solely for the Empire and the people of Rhodesia—its shareholders saw no material return on their investment.

Since 1924, the Company has distributed cash, dividends and bonuses amounting to £1 16s. 6d. per share—not an extravagant reward for the patience of those shareholders during a life of fifty-six years. Rhodesians know that the prosperity and security of the Rhodesias are still the paramount concern of the Company.



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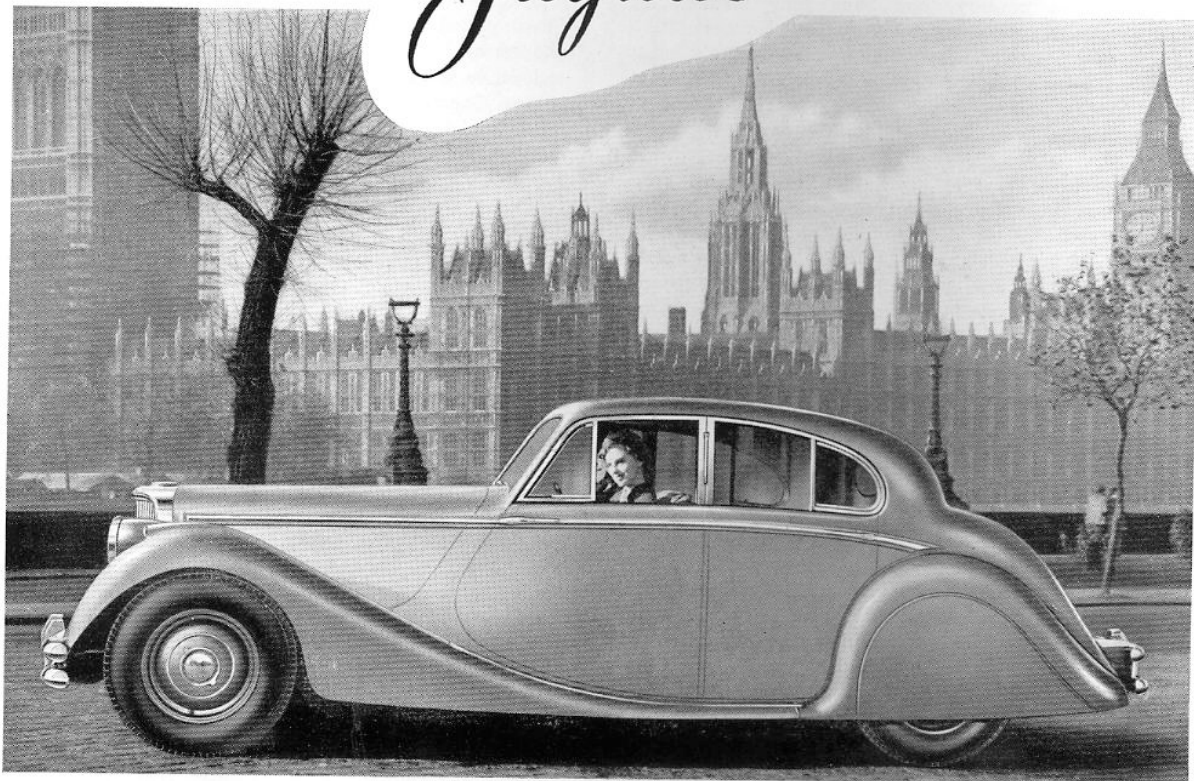
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THE STORY OF THE CHARTERED COMPANY

BY



SIR DOUGAL O. MALCOLM, K.C.M.G.
President of the British South Africa Company

"Having been a Director of the Chartered Company for fully half of a long life, and President of it for about a dozen years, I hardly feared the charge of trying to teach my grandmother when I agreed to write this article. Rather, the writer is in the position of lecturing to the rising generation about an elderly relative of whom something should already be known. There may be some points connected with the old 'lady's' early loves and adventures which are not wholly familiar. . . ."



THE CHARTERED COMPANY'S story, which may be described as "The Bride of Rhodes who brought his children to birth" or, to vary the metaphor, as "his chosen instrument for the accomplishment of his great design," goes back at least as far as the closing decades of the nineteenth century.

Till then the southern part of the African continent had been regarded by the Powers of Europe as being valuable only as affording places of rest and refreshment on the long sea voyage to and from India and the Far East. As such, it was indispensable to the mariners and explorers of Portugal in the fifteenth and sixteenth centuries, of the Netherlands in the seventeenth and eighteenth, of Great Britain afterwards; it



ALFRED BEIT

Alfred Beit, who was the same age as Rhodes, came to Kimberley in 1875 as a diamond buyer, and the two young men struck up a friendship which was undoubtedly one of the great influences in Rhodes's life. Rhodes relied on Beit's business instincts, and in the years when politics absorbed most of his time, Beit looked after his interests. Beit was one of the four principle founders of the De Beer's Consolidated Mines Ltd., and he helped materially in financing the Chartered Company, of which he was an original Director. He died in 1906, and by his will left a large fortune to be administered by Trustees on education and the development of communications in the two Rhodesias, and this fund has provided a large number of scholarships, has built school assembly halls, given grants-in-aid to public and charitable institutions, constructed numerous low-level bridges over rivers, and four great engineering works in, the Beit Bridge over the Limpopo, the Luangwa River Bridge in Northern Rhodesia, the Birchenough Bridge over the Sabi River, and the Otto Beit Bridge over the Zambezi at Chirundu.

is still, as has been made plain to all in the course of two great World Wars, of incalculable strategic importance.

But, towards the end of the nineteenth century, the discovery of the diamonds of Kimberley in the 1870's, and, still more, of the world's greatest goldfield on the Witwatersrand in 1886, awoke the Powers to the idea that South Africa was worth having for its own sake—for might not further untold wealth await the explorer in the interior?—and the scramble for Africa began.

Two great rivals stood out before all others—Great Britain and Germany. Of these, all the initial advantages might seem to be with Great Britain, which possessed the only two well established *foci* of white civilization at the Cape of Good Hope and in Natal; Germany had but lately obtained footholds in what are now South-West Africa and Tanganyika. But Great Britain was a satisfied Power. It is true that in 1885 she proclaimed her Protectorate over Bechuanaland and thus saved the first stage of the road to the North, but beyond that she was not prepared to face the difficulties and bear the cost of further Imperial expansion, while the Government of the Cape Colony sat in comfortable apathy under the shadow of Table Mountain.

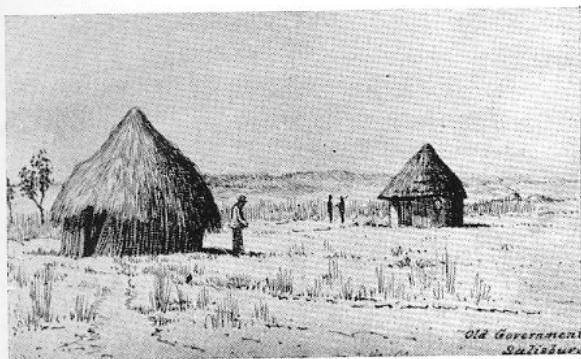
On the other hand, the ambitious *parvenu* Power of Germany was unmistakably anxious to extend a broad belt of dominion from South-West to East over the savage African tribes which lay between, and to establish herself as the protector and patron of the little Boer republics of the Transvaal and Orange Free State. And what sort of a patron was she likely to prove?

To one who had eyes to see, the race was set between the British from South to North and the Germans from West to East; the stakes no less than the domination of the sub-continent and with it of the harbours on the long sea voyage from Europe to the Red Sea and to the Orient.

Happily, on the British side there was one man with the imagination to grasp the reality and the magnitude of the issue, and with the power and ability to grapple with it. He could see that the race must fall to whichever side could first establish itself firmly in the territories of the Matabele Chief, Lobengula, to the north of the Limpopo and in the territories of the Barotse and other smaller native peoples to the north of the Zambesi; that is to say, in the whole of what is now Rhodesia

That man was Cecil Rhodes, still very young but possessed of vast wealth drawn from the diamond fields, commanding the resources of De Beers Consolidated Mines, and a man who carried weight at the Cape and even in London.

Far in advance of his time in his foresight of what a Dominion, as we now call it, might be, he tried hard to get the Government of his own Colony to move, but in vain. Very well, then; he would shoulder the great task



The first offices of the British South Africa Company at Fort Salisbury.

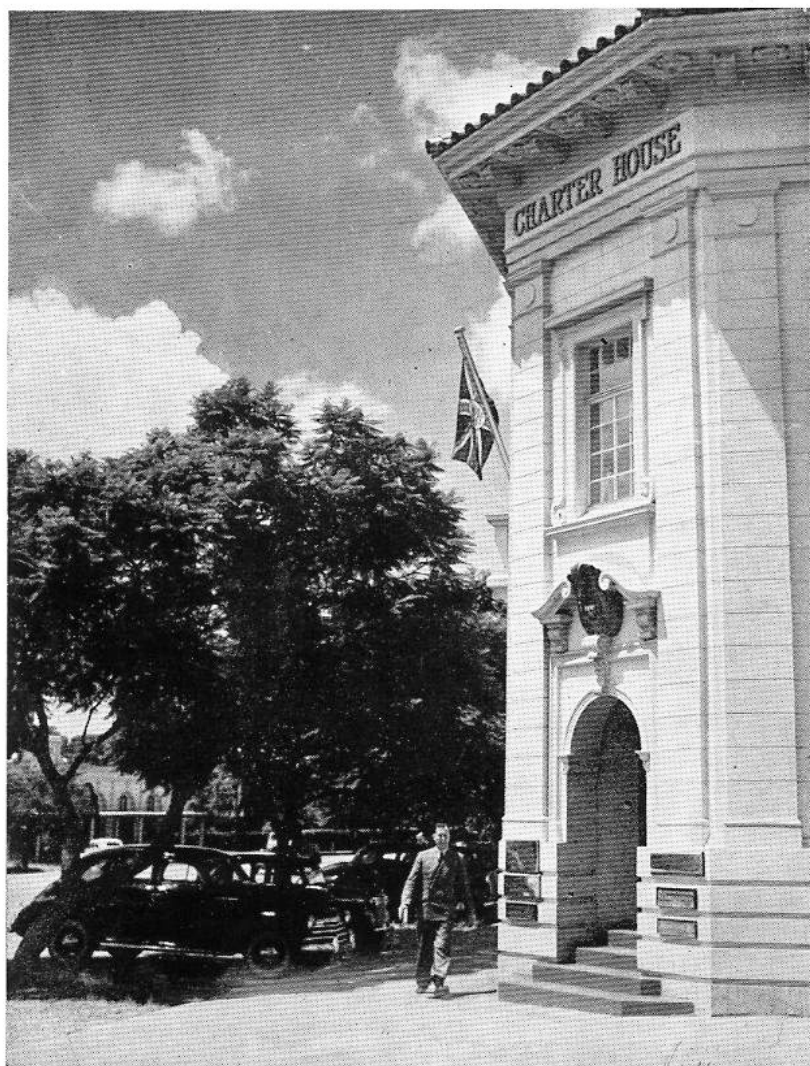
himself. For that he must provide himself with his own instrument. Commanding none of the resources of a Government, he had recourse to a traditional agency of Imperial development—the merchant adventurers of the City of London. He sent his emissaries to the kraal of Lobengula, and through them obtained from that Chief in 1888 a concession over all the minerals in his territory, co-extensive with the modern Southern Rhodesia. To work that concession he secured, on October 29 in the following year, through the British Government from Queen Victoria, a Charter of Incorporation for the British South Africa Company.

The Charter also authorised the Company to obtain and work further concessions within its "principal field of operations", which covered all the Bechuanaland Protectorate and Rhodesia of to-day, and to exercise rights of administration (if it should succeed in getting them) in regions in which the British Government claimed neither to possess nor to be able itself to grant such rights.

Thus the Chartered Company, to call it by its familiar, though not strictly its legal, name

came into being. It was equipped with funds subscribed for its shares by British investors, true successors of the merchant adventurers of an earlier day. Such men have never yet been found timid in backing schemes which, like Rhodes's, appeal to the imagination and to the patriotic spirit. But these by themselves would not have been enough. To subscribe with no hope of ultimate gain would have been Quixotic, and the investors, like their forebears, had an eye to the main chance. Though they would have been sanguine indeed if they had looked for a quick profit, they naturally hoped for a material reward which, though it might be long deferred, would be ample; no man has the right to grudge it to them.

Now Rhodes knew well that if he were to speak, with Germany in the gate, his footing in the promised land must be not only legal but effective. Therefore his first step, in 1890, was to recruit and equip, at the expense of his



The entrance to Charter House, Salisbury, the Head Office of the British South Africa Company in Rhodesia.

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Company, a little force of Pioneers and Police, as daring a band as those companies of Spaniards who first made their way into Mexico and Peru, and to send them up into the domain of the formidable Lobengula. A very few of them, very old men now, still happily survive and are rightly held in high honour.

Guided by the famous big game hunter, F. C. Selous, and accompanied and inspired by Rhodes's lifelong friend, the late Sir Starr Jameson, the Pioneers made their way through countless perils and tribulations, but in safety, to Fort Salisbury, where they planted the Company's flag on September 13, 1890. And Rhodes's race with the Germans for what he called "My North" was won.

But it had been, as had been said before in an even more famous connection, "a devilish close-run thing", and at this point a strategist may well pause and ask himself what, if the result had been the other way, would have been the effects on the World Wars of 1914 to 1918 and of 1939 to 1945?

If there be any virtue at all in the "might-have-beens" of history, it is as certain as anything in such a field can be, that the German power would have been standing at all the ports round the Cape to the Red Sea, and that, with the Mediterranean effectively closed, the North African campaigns of Montgomery and Alexander, on which the issue of the last awful struggle so largely turned, would have been impossible. Something is due to the Company for that.

Starting from Salisbury, the Company's tiny white settlement, isolated from civilisation by vast tracts of savage wilderness across which the costs of such communication as was possible strained the financial resources of the Company to the uttermost, somehow made good. The industries of mining and agriculture were started, and a simple form of administration was set up under Jameson which, after the inevitable war with Lobengula and the Matabele in 1893, was extended over all Southern Rhodesia.

A great new province had been added to the British Empire without the cost of the life of a single soldier of the British Army or of a shilling of the British taxpayer's money, and the Company had done for its country a work which, in other circumstances, its country might reasonably have been expected to be willing to do for itself.



F. C. Selous, who guided the Pioneer Column to Mashonaland. He suggested to Rhodes the line of approach, and was, therefore, engaged to guide the Pioneer Column to its objective, Mount Hampden, a point on the plateau of Mashonaland, named by him at an earlier date. He served in the Rebellion of 1896, and after that made his home in England, but continued his expeditions to various countries in search of natural history specimens. At the age of 64, he joined the Legion of Frontiersmen, and served in East Africa, falling in action on January 4th, 1917. He was the author of several books dealing with wild life and travel in South and Central Africa.

The Company's administration survived many trials; the ill-fated Raid into the Transvaal of 1896, the rinderpest and the subsequent Matabele and Mashona rebellions of 1896 and 1897, the South African War of 1899-1902, and the death of Rhodes in that last year. It was recognised on all hands as being a good administration, well suited to the stage of development which the community it served had reached, though carried on at a heavy cost to the Company itself.

Nor was it confined to Southern Rhodesia. In Northern Rhodesia also, from 1900 to 1910, the Company had obtained from Lewanika, the Paramount Chief of the Barotse, and from the other lesser chiefs to the East and North-East of Barotseland, concessions generally similar to



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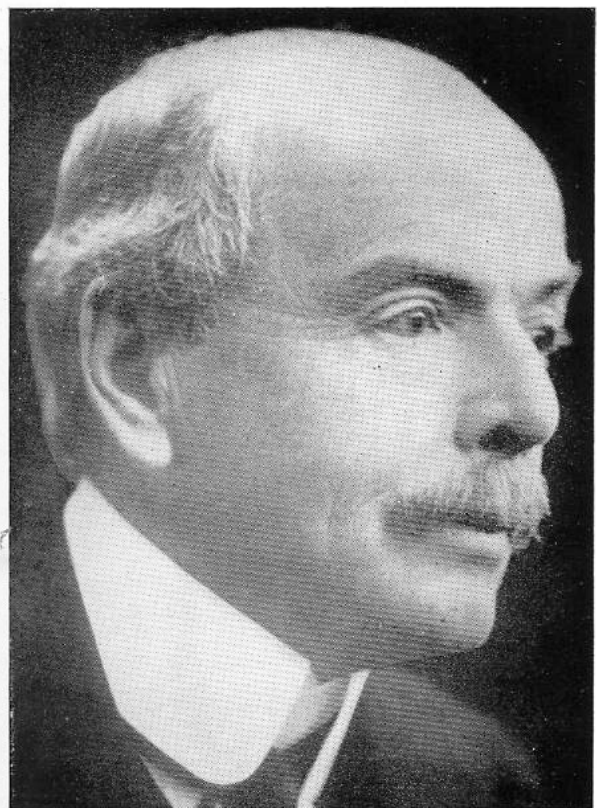
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A. R. Colquhoun, First Administrator, Mashonaland, seconded from the Indian Civil Service at the request of Rhodes to accompany the Pioneer Column in 1890 and start Civil Government in Mashonaland. Died 1914, aged 67.



that which Lobengula had granted in 1888. On the footing of those concessions, it had extended its administration in a simple but orderly form—again at very heavy cost to itself, though without having to engage in a single “little war”—over the whole vast area from the Zambesi to the borders of the Belgian Congo and of Tanganyika. The evil slave trade had been completely suppressed, and the native from the Limpopo to the Great Lakes no longer quailed in terror of the witch doctor and of the hostile assegai.

So it fell out that at the end of the First World War in 1918 the Company stood in an apparently great position. It ruled over all Rhodesia. It owned all the mineral rights throughout the country, and, through its subsidiary Companies, a complete system of railways more than 2,000 miles in length, from Vryburg in the Union of South Africa through the Bechuanaland Protectorate and Bulawayo northwards to the border of the Belgian Congo, and eastwards from Bulawayo through Salisbury to the Portuguese port of Beira. But it had never paid one penny of dividend to its shareholders. The discharge of the duties of administration had swallowed up all that might otherwise have been profit. And from that year, 1918, the days of the Company as a governing authority were in reality numbered.

A report of the Judicial Committee of the Privy Council had found that the unalienated land of Southern Rhodesia belonged not to the Company but to the Crown, which was merely bound to repay to the Company what it had spent out-of-pocket on land management and on the administration of the Government. Thus, no profit was to be looked for from that source. Moreover, the white population of Southern Rhodesia had now grown to a number and to a degree of prosperity which, they felt, justified them in demanding emancipation from the tutelage of “Mother Charter” and the institution of local Responsible Government.

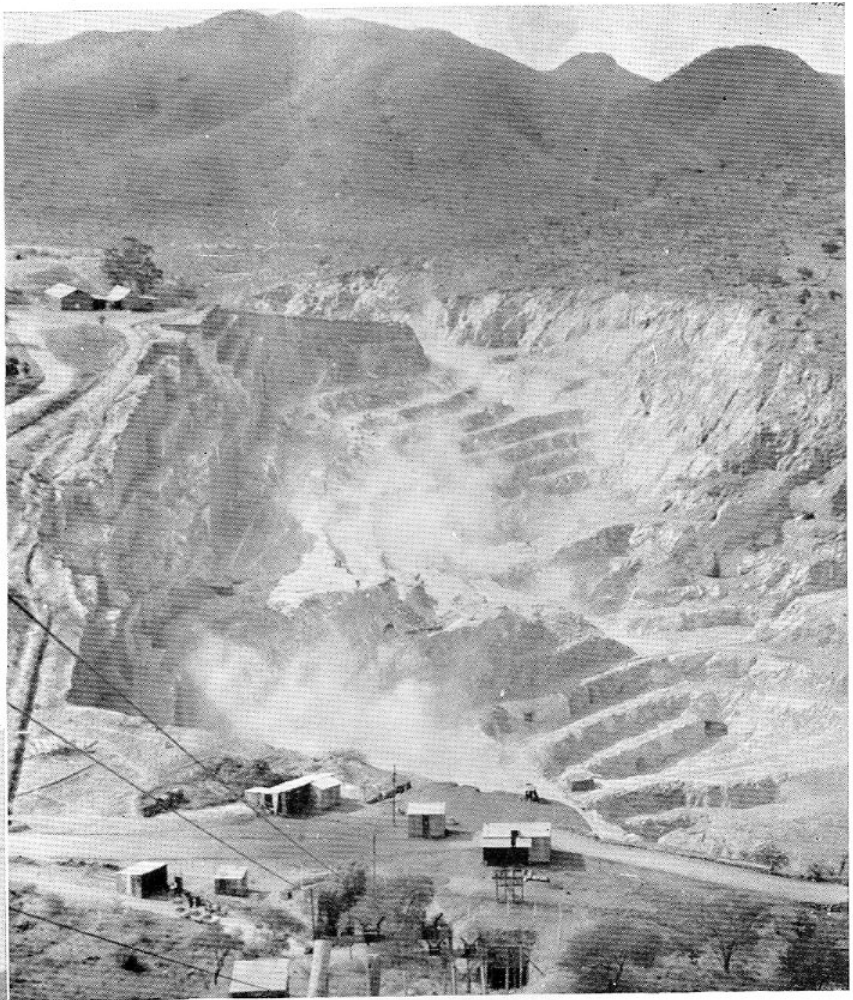
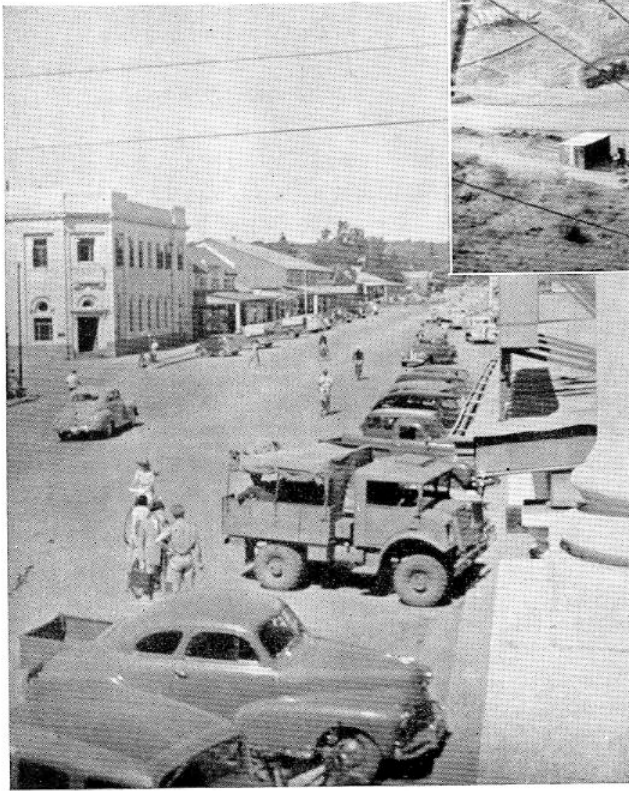
To such an arrangement, if the Crown was prepared to agree to it, there was no reason why the Company from a business point of

Sir Leander Starr Jameson (“Dr. Jim”), Second Administrator of Mashonaland until 1895, and President of The British South Africa Company from 1913 to 1917. Born 9th February, 1853. Died 26th November, 1917, and buried at the Matopos.

GWELO

RAIL AND ROAD CENTRE
OF
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RHODESIA
AND HUB OF
MIDLANDS
INDUSTRY

A STREET SCENE IN GWELO. Photo: H. Harris.



1890—

Gwelo was recognised as a convenient distribution point and as early as 1894 a community was established on the site.

1950—

To-day, Gwelo is the established Midlands Capital, and has many social amenities to offer, plus excellent manufacturing facilities. In the history of Gwelo, we are proud of the prosperous farming and ranching industries and the gold, chrome and asbestos mines which settlers have built up in our district, all of which bring valuable revenue to the Colony.

For further information write to:-
The Secretary, Gwelo and District Publicity Association,
P.O. Box 212 - - Gwelo - - Southern Rhodesia



The Rt. Hon. Earl Grey, G.C.M.G., Third Administrator of Mashonaland until the end of 1897. He was one of the original directors on the board of the Chartered Company, and was Vice-President of the Company from 1897-1903, when he went to Canada as Governor-General. Earl Grey died in 1920.



Sir Arthur Lawley, G.C.S.I., K.C.M.G., Administrator of Matabeleland 1897-1901.



Sir William Milton, Fourth Administrator of Mashonaland, and First Administrator of Southern Rhodesia. He came to Mashonaland as Chief Secretary to organize Government service in 1896, and succeeded Earl Grey as Administrator of Mashonaland in 1898. In 1902, on the departure of Sir Arthur Lawley from Bulawayo, Sir William Milton became the first Administrator of Southern Rhodesia. He died in 1930.

view should object. Accordingly, after the "Devonshire Agreement" of September 29, 1923, had settled, finally and fairly, a whole host of questions in dispute outstanding between the Crown and the Company, Responsible Government was established in Southern Rhodesia, and since that time the Company's position in that Colony has been similar to that of any other commercial corporation carrying on important business in the friendliest relations with the local Government.

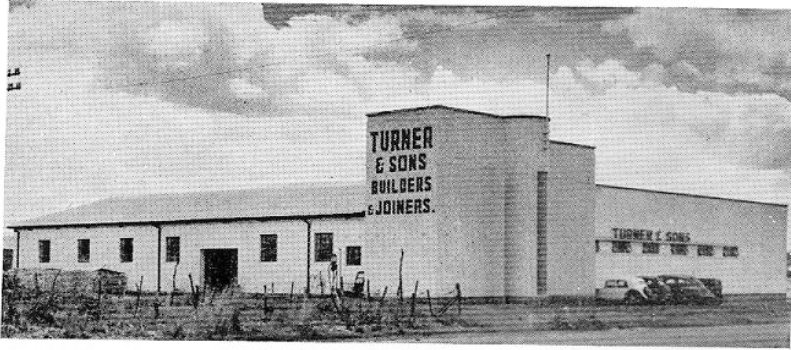
A few months later Northern Rhodesia was also taken over from the Company and placed directly under the British Colonial Office as a Crown Protectorate. The relief afforded to the Company's finances by these administrative changes was immediate; and whereas, as I have said, it had never previously paid any dividend at all, it has continuously, with the single exception of the worst "slump" year—1932—paid dividends, albeit of modest amount, ever since the changes took place.

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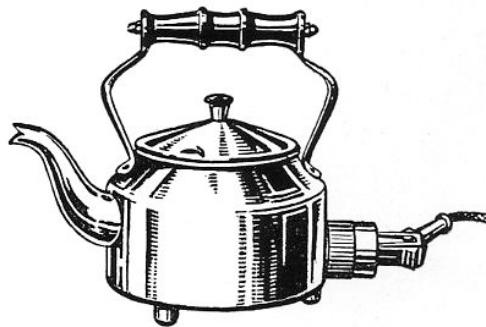
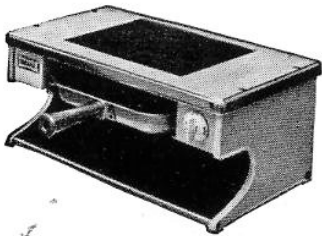
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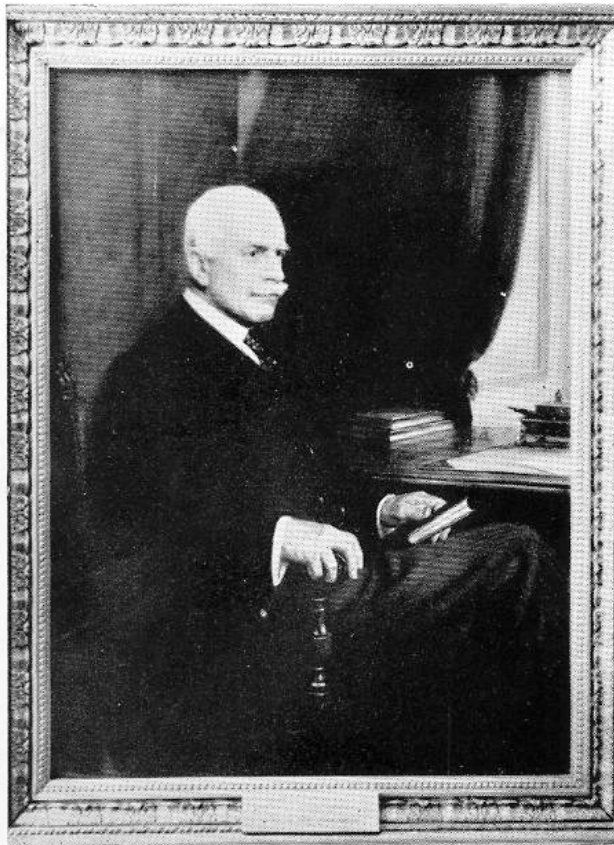


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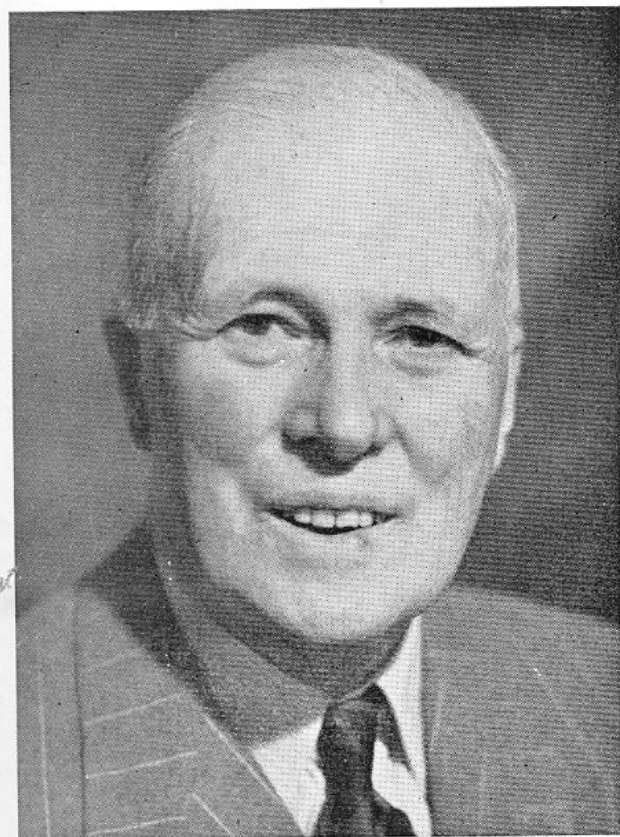
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Sir Drummond Chaplin, G.B.E., K.C.M.G. Second Administrator of Southern Rhodesia from 1914-1923, and Administrator of Northern Rhodesia from 1921-1923. Resident Director in Africa of the British South Africa Company from 1923 until his death in 1933.



Colonel Sir Ellis Robins, D.S.O., E.D., Resident Director of the British South Africa Company.

Of the great assets of which the Company stood possessed in 1918 the Southern Rhodesian Mineral Rights were, in 1937, sold to the Government of the Colony at a fair price, freely offered by that Government and freely accepted by the Company. The Rhodesian Railways were similarly sold in 1947. But the Northern Rhodesian Mineral Rights remain, and from them, thanks mainly to the wonderful developments which have taken place in the copper mining industry in that territory in recent years and to the present high price of copper, the long-suffering patience of the shareholders, with their enduring faith in the great enterprise of Rhodes, is beginning—though only just beginning—to bring a hoped-for but tardy reward.

Last year as a result of negotiations with the Northern Rhodesia Government it was agreed that the Company should continue to enjoy its mineral rights until 1986 when they would become the property of the Crown, and that as from the 1st October, 1949, the Company should assign and pay to the Government of Northern Rhodesia 20% of the net revenue from their mineral rights.

★

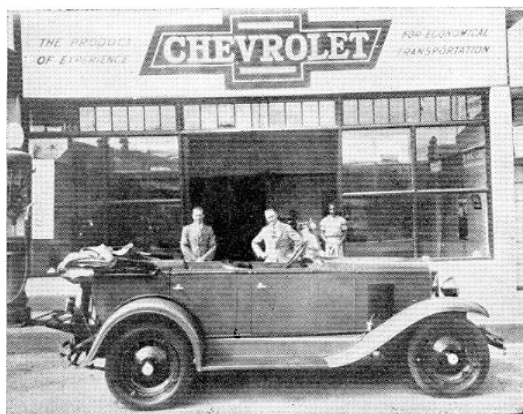
Last year saw the sixtieth anniversary of the signing of the Charter granted to Rhodes, and the Company looks forward to playing a part in the future development of the Rhodesias commensurate with the services it has rendered to those Territories in the past.





1950 — Aerial photograph of Showrooms, Workshops, Service Line and Offices.

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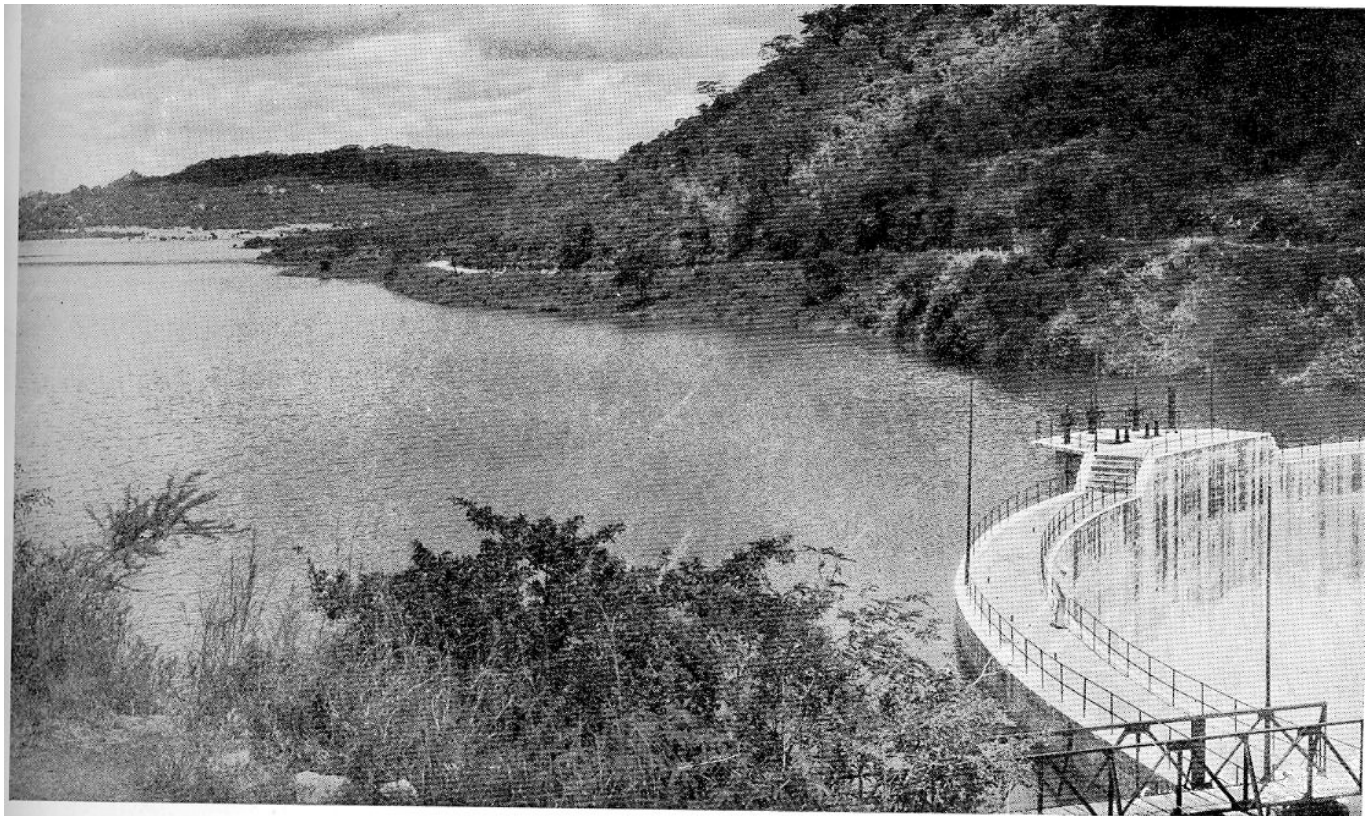
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Photograph on left shows Original Staff and Premises, 1923.



A view of the British South Africa Company's Dam at Mazoe.

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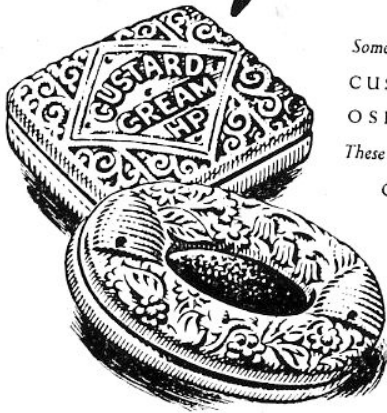
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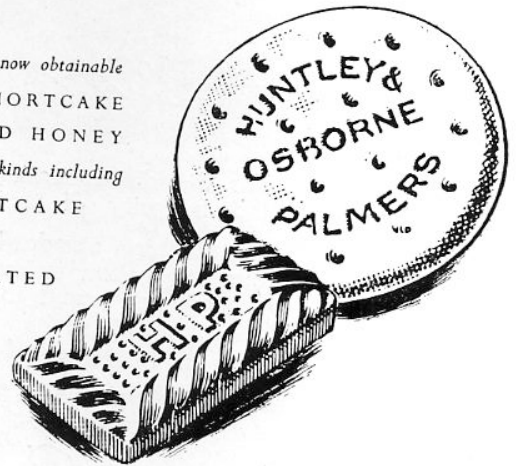
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JOURNEY INTO THE WILDS

BY

JESSIE C. LOVEMORE



FOR THREE-QUARTERS OF A century I have watched Rhodesia grow; here are my impressions of those early days when missionaries and hunters were the only white people to cross the Limpopo River.

I was four months old when, in October, 1874, my parents left Zuurbrak Mission Station, near Swellendam, in the Cape, to make the long journey into Matabeleland. You will realise how long that journey was when I tell you, as my mother told me, that the family left with one four-months-old child and reached our destination with the second baby already four months old.

My father had been appointed to Hope Fountain Mission, near Bulawayo, and we arrived there in December, 1875, having stayed at Kuruman Mission for a couple of months and then trekking by ox-wagon to King Khama's capital, Shoshong, in Bechuanaland, where my mother had her second child. Our journey was a journey into the wilds. We followed the line of least resistance, using roads that were only tracks, and when I recently retravelled part of the way by car, along the Garden Route from Swellendam to George and over the Montagu Pass to Graaff-Reinet, I wondered how an unwieldy outfit like a wagon and 16 ozen had been manipulated up the steep inclines and round the sharp bends and across the unbridged rivers.

* * *

ARRIVAL AT MATABELELAND

THERE WERE ONLY about 20 white people in Matabeleland when we arrived. At Inyati, the first mission station established in 1859 by Dr. Robert Moffat, there were two missionaries and two at Hope Fountain. Bulawayo had two or three traders, and every year a few hunters and explorers would wend their way into the country during the dry season and leave again before the heavy rains started.

Nowadays, providing for a long week-end agitates some housewives. Fifteen years

before the arrival of the Pioneer Column, all provisions—which had to be brought from Cape Town or Port Elizabeth—were ordered in sufficient quantities to last two years! That took a lot of concentration and calculation.

As the missionaries had to make their homes in the country, they wasted no time in starting to grow food. Both at Inyati and Hope Fountain they were able to irrigate enough acres to plant wheat, and one of my earliest recollections is of seeing my father in the wheat field, leading the water among the plants, and later mowing the ripe wheat with a scythe, then tying it into bundles and stacking it. During the day the missionary and his wife were very busy with ploughing, gardening, washing, ironing, cooking and teaching the children, and it was only after supper that they could settle down to reading, writing and sewing.

The natives did not work in the house, but tended the cattle, sheep and goats, or dug a little bit in the garden. Even in those days they seldom worked for more than two or three months a year before "resting"! They were never paid in money but with cotton blankets, or yards of print, or beads.

When the crops were reaped, a smooth, level piece of ground would be found and some native men would be enticed—with strips of calico or tobacco—to sit around and beat out the grain from the sheaves with home-made flails. The women, with their round, flat baskets would winnow the grain from the chaff.

It was a very graceful performance as they stood with the winnowing baskets held high over their heads, shaking them gently. The women, like the men, preferred payment in beads.

As many of them still are, the natives were then very superstitious, and when they were learning to read they were not allowed to take any books home, for they might have been accused of witchcraft and even put to death. Later on, when the first three or four converts were really sincere in their desire to



MRS. JESSIE C. LOVEMORE
"Aunt Jessie" Lovemore is known to hundreds of Rhodesians as "the Rhodesian who has lived longest in the country". In her, visitors find a fund of knowledge and anecdote, expressed with clarity and humorous understanding of the days when trial and hardship were commonplace.



The *One* good thing they missed

To the Pioneers, the men who founded the Rhodesias . . . how regrettable that in their fleeting moments of relaxation SPA MAZOE CRUSH was not available to sustain, refresh and fortify them in their heroic efforts.

become Christians, the missionaries refrained from any ceremony of baptism, as that, too, might have had serious consequences.

* * *

"MUTI"

THE NATIVES VERY QUICKLY TOOK to the benefits of being doctored. (Note how strong are the comparisons between then and now!) The nastier the medicine, the more it was enjoyed. Almost every day the missionary was busy for two or three hours attending to patients. We had no medical missionaries in Matabeleland in the early days, but the students, when studying for the ministry in England, walked the hospitals for six months to gain a little knowledge; after that it was a question of commonsense.

One day my mother was horrified when a native asked her to sew on a part of his nose. His wife and another woman had been fighting, and when he tried to stop them the other woman had bitten off the piece of nose. He had tried, without success, to sew it on with some sinew. When my mother told the native to await my father's return the next day, he became truculent, and it was only after being shown a great array of medicine bottles—some of which contained poison—that he agreed to wait as my mother didn't know which medicine to use. The next day the separate piece of nose was useless. However, the native's nose healed without it, and he stayed at the mission station for a month while receiving treatment. At the end of that time he demanded payment for having stayed!

One never knew what the natives would get up to. A boy once came along to have a tooth pulled; my father took a pair of forceps and, having put down his pipe on a nearby stone, proceeded to extract the offending tooth. Then he noticed that his "client" was putting out his foot—the natives could pick up anything with their toes—to steal the pipe.

* * *

A DESPOT

AND NOW LET ME PAINT A LITTLE broader picture, filled in with details my parents later told me. When the first missionaries arrived, Mzilikazi was King of the Matabeles, followed, on his death, by Lobengula. The missionaries were always very courteous to the king; after all, it was his country, and they were there by his permission. Soon after our arrival we went to greet Lobengula at his kraal. His wives and his sister, Ncence, were so taken with my brother and me—two fat white babies—that my mother was afraid they would steal us. As we grew older we loved to visit the king's kraal, because the women would give us lovely chunks of beef which we could grill on the coals at our wagon. Both of us could chatter the language like natives.

Lobengula, cruel and ruthless, ruled his people with a rod of iron. When he had Ncence strangled, because she and her followers were becoming too powerful, my father went to point out the horror of the deed to the black king. Lobengula said, "It was a case of my death or hers, and I do not want to die." He acknowledged that it was cruel, but it was the only way to rule.

Two incidents in 1893 show how his word was law. After the Fort Victoria affair, when the Matabele, returning from their annual raids, had killed some Mashona in the streets of the town itself, it was decided to march into Matabeleland and occupy it. Lobengula decided to flee as the white troops approached.

Two traders, Fairbairn and Usher, were the only white people who had not left the area some months before. Before he fled, Lobengula told one of his men to look after Fairbairn and Usher and to let no one touch them, as he was responsible for their safety. Likewise, the missionaries' houses were not to be burned. When the troops reached Bulawayo the two traders were safe. Although some natives looted the mission houses, stealing sheets, curtains, knives, clothes and materials, they did not set fire to them—a tribute to the power of a king who had already fled.

Lobengula was a very sick man when he left. For years he had suffered from gout, he had grown very fat, and he took no exercise. His flight in an ox-wagon over the veld, towards the Bubi River, must have been a great strain, and he died soon after Bulawayo was occupied. At one time there were many rumours that Lobengula was still alive, but when Umjaan, his head induna, came to see my father about December, 1894, he had already taken Lobengula's head wife for himself, and he said that Lobengula was dead.

* * *

THE FEAST DANCE

IN FEBRUARY EACH YEAR THE Matabele celebrated their feast-dance and general harvest rejoicings. The indunas met to discuss affairs of state with Lobengula, and to decide in which direction they would send the raiding impis during the dry season. The feast-dance lasted a week; many oxen were killed and much beer was brewed. One of the outstanding ceremonies was the "Great Dance", when 10,000 warriors formed in a big flattened circle, with Lobengula and his visitors (often including the missionaries) on one side. The warriors' full-dress consisted of black ostrich feather capes and head-dresses, varying according to their regiments.

They carried shields, assegais and knobkerries.

One warrior then sang in a high-pitched voice, reciting, as it were, an epic. He would tell of the last raid they had made, how they had killed many men, had taken many cattle and slaves. After each sentence he would pause, and the

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SOUTHERN RHODESIA 1890-1950

10,000 warriors would stamp twice with their feet. Around their legs they had strings of "parchment" cases (they were really cocoons from which the grubs had been extracted and replaced with a few tiny pebbles), and when they stamped the rattling noise was awe-inspiring. When the epic was finished, the dancers would shuffle closer and closer, then widen out again, using a sort of war cry. The king would walk along the ranks, carrying an assegai; halting, he would hurl the assegai in the direction in which the annual raids would take place.

All 89 of the king's wives would be present, wearing full, short skirts of tanned sheepskins and necklaces and armlets of pink beads, which only the royal family were allowed to wear. Like the men, they were bare above the waist, apart from some ornaments. The head wife would walk up and down before the king, voicing a few grumbles. Until the great fiesta week was over no one was allowed to eat any of the new season's crops of green mealies, marrows or sugar cane.

* * *

FAITH IN THE MISSIONARIES

WHEN CECIL RHODES SENT MAGUIRE, Rudd and Thompson to get from Lobengula the mineral rights of Mashonaland, the emissaries asked my father to be present at every meeting, for they knew that Lobengula had implicit faith in the missionaries. Lobengula never signed any document unless my father had read it over to him. Neither understanding nor speaking English, he relied on interpreters—all the missionaries were very good linguists—and said that the missionaries had never lied to him.

* * *

TREKKING SOUTH

EVERY TWO YEARS THE MISSIONARIES took it in turn to trek down south, to attend the mission meetings at Kuruman and to collect the fresh supply of provisions. It was felt, too, that two years' loneliness in the wilderness was enough for anyone, and that a little social life would benefit everybody. Those journeys were made by ox-wagon, so I want to describe the wagon and how we lived in it.

The wagon-journey was a joy and a glorious picnic to the children, but the mother was never so enthusiastic. A lot of thinking was needed



The Rev. Chas. D. Helm and Mrs. Helm with some of their devoted African servants. This photograph was taken about 1908 or 1909.

to pack and stow enough clothes for a family for six months. The wagon was 21 feet long and 4 feet 6 inches wide, with a tent, or hood, about 6 feet high. One could stand and dress with ease. About the middle of the wagon a double-bedspring mattress was tied to the tent, to be used by the parents, who could sit in it without bumping their heads on the hood. Behind it was slung a smaller double-bed frame, for the small fry; the bigger children used to sleep below it, on the floor of the wagon. Things were fairly cramped, but that was unavoidable. These "beds" filled about 12 or 13 feet of the wagon's length. The space at the front was where we sat when trekking, perched on wooden boxes in which were packed the clothes and provisions. At the very front, across the width of the wagon, was the "voorkist" (the "front chest") on which sat the driver. Into this "voorkist" were fitted eight empty paraffin tins, containing crockery, cutlery, table cloths and the food for daily use.

The time of trekking had to be arranged so that we would get to water about 8 a.m., and there we would stay until 4 o'clock in the afternoon. Then we would trek until 6 p.m., when we would halt for supper and put the babies to bed.

At 8 o'clock we would inspan and travel until 11 p.m. or a little later, sleeping until between four and five o'clock, and arriving at the river or vlei for breakfast. All the way along the road there was water every 12 to 20 miles. The pace of the ox with a loaded wagon is two miles an hour—which is just as well, because without springs and on the rough road we would never have been able to stand more rapid bumping.

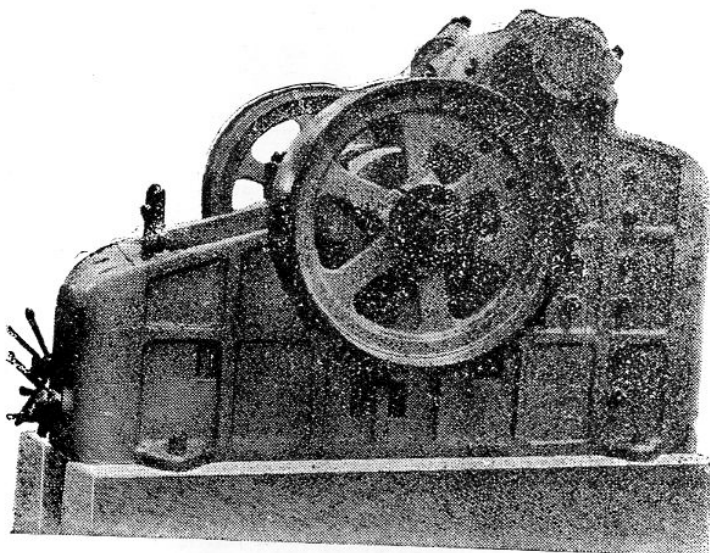
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AS SOON AS WE OUTSPANNED IN THE early morning a big tarpaulin would be stretched from the wagon roof to the ground, to form a "room." Folding tables and chairs were put up, mats were laid, and we were ready for the day. We always had a hot meal at midday, cooked over an open fire. We baked bread, made cakes, and generally carried on as though we were in a house. Our routine was only varied when we came to stretches where lions were encountered, as between the Macloutsie and Shashi Rivers. There we dared not trek at night.

With darkness, the oxen were tied to their yokes and the front yoke was pegged firmly to the ground. Oxen do not lie down all night; they are restless, they move about, lie down, stand up, and so on. The native boys used to light huge fires right round the wagon and the oxen, and they took good care that those fires were kept going.

That famous hunter, Frank Selous, said that when he was out hunting and was in country where he could not get enough wood for a fire, he used to tie about a dozen pieces of white cloth to trees around his camp, and he was never troubled by lions.

* * *

THE RETURN

COMING BACK FROM THE SOUTH, WE usually brought a few fowls, ducks, turkeys and even some small pigs with us. Slung under the back of the wagon was a slatted wooden contraption, on which we could put the various small crates containing the poultry and animals. When we outspanned in the morning, the crates were taken down and the birds and animals let out.

When it was time to inspan, the wagon driver used to crack his long whip, to call the boy who was herding the oxen some distance away. We would then collect the livestock, at first having quite a job in catching them. But it was remarkable how, in a few days, they began to associate the cracking of the whip with their return to the crates, and they would come running and get in of their own accord.

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THE TRANSFORMATION OF THE
NATIVE OF SOUTHERN RHODESIA

by

N. H. D. SPICER



HOSE OF US WHO HAVE NOT watched with our own eyes the changes which six decades have wrought in the native people of Southern Rhodesia may be excused for failing sometimes to appreciate how great and how sudden—for is not 60 years but a moment in eternity?—has been the transformation from unbridled savagery to their present state. It is not always easy to remember that the grandfathers—in some cases even the fathers—of our wagon-drivers, our houseboys, our labourers, our delivery-boys or our office messengers, were the warriors of Lobengula's regiments, the fighting men of Gungunyana's impis, or—less happily—members of neighbouring tribes liable at any moment to become the target for terrifying and bloody raids at the whim of one or other of the black rulers who held sway between the Limpopo and the Zambesi.

In little more than half a century the armies of these native potentates have come to be thought of rather as legendary hosts than as the forces of historical characters. Gone are the military regalia, the plumed head-dresses, the ox-hide shields, the diverse colours of which denoted different regiments; gone are the ankle-rattles, the fluttering wisps of animal hair at knee and elbow, the head-rings and the assegais. Save when, with the approval of Authority, such things have been revived merely for display on some great occasion, they have scarcely been seen since the fall of Lobengula over half a century ago. More slowly but no less surely have passed or are passing many of the customs and traditions associated with the civil and domestic lives of the native people of those early days. Habits and beliefs which governed their lives from birth to death and through which spiritual influence was believed to affect the living, even from beyond the grave, have either disappeared or are still in process of modification.

EFFECTS OF OCCUPATION

UNTIL THE ARRIVAL OF THE PIONEERS, outside influences by occasional hunters, traders, explorers or missionaries had made but slight and for the most part transitory impressions on the people of the kraals with which they had come into contact. The



Matabele warriors in Lobengula's time

formal occupation of the country, however, marked the advent of a new era in which the clash of civilisation and barbarism resulted at once and inevitably in the suppression of many of the practices which, for generations, had been part of the daily life of the native inhabitants. It is as regrettable now as it was inevitable then that the abolition of those customs and practices which were intolerable to civilisation should have involved also the sweeping away of much that was not only harmless but was sometimes even commendable, owing to its suitability to the native way of life.

EVIL PRACTICES

AS INSTANCES OF CUSTOMS AND BEHAVIOUR so repugnant to the outlook of the new authority that immediate measures for their suppression had to be taken may be mentioned twin-killing, the pledging of young girls and the activities of witch-finders. While practices such as these could obviously not be countenanced,

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their termination had a profound effect—but not always the desired effect—upon the people concerned.

The mere fact that twin-killing was made illegal did nothing to allay the fears of the parents or of the communities among which these "freaks", for as such they were regarded, were permitted to survive. The superstitions which had demanded the destruction of twins at birth were not lessened by the passing of a new law and often remained sufficiently strong to outweigh the fear of punishment, so that for many years prosecutions for twin-murder were by no means rare, and it is safe to suppose that those that came to light were but a small proportion of those which actually took place. To-day, though superstitious fear is doubtless still a potent factor in the less enlightened areas, the recording of the birth of all twins, a certain interest evinced by the authorities in their progress, and the probability that some informer who has outgrown his elemental fears would report any untoward happening, all tend towards the ultimate elimination of the practice.

Almost as objectionable by our standards was the custom of pledging young girl children to some incongruous and probably quite unacceptable suitor. This, too, had to be stopped, and so the marriage of a girl to a man she was unwilling to wed became an offence against the law. It is true enough that there are probably still many cases where the girl does not protest against the union for fear of subsequent reprisals at the hands of her family, but as a regular custom the practice has almost disappeared. At the same time, while prohibition of the custom was the only possible method of dealing with the evil, and while by now any embarrassment that may have been occasioned to some heartless father seeking to improve the family fortunes at the expense of an unwilling daughter will have disappeared, there must have been many cases where the internal economies of families who had budgeted, quite legitimately in the light of earlier practices, were seriously upset. They were cases in which, for instance, a father or guardian sought to extinguish some debt, or to guarantee the fulfilment of some obligation by pledging a daughter to the creditor.

* * *

WITCHDOCTORS AND CHIEFTAINS

ALTHOUGH AT THE TIME OF THE OCCUPATION of Southern Rhodesia scarcely a century had passed since, even in enlightened England, belief in witches and witchcraft had flourished in many neighbourhoods, drastic and necessary legislation was introduced with a view to the destruction of the witchcraft cult in the Colony. Necessary as such measures undoubtedly were, the effect on the people of the removal of a powerful system to which they had been wont to fly when assailed by the fears and misfortunes which they had been used to associate with the supernatural must have been disturbing in the extreme. The aggregate of distress and misgivings suffered by the masses on being deprived of the services of the family witchdoctor, their one comfort and defence against all supernatural ills, may well have outweighed the ills of those who would have suffered under a continuance of the system. A traditional refuge had been removed and no alternative acceptable to the people had been provided.



MR. N. H. D. SPICER.

Thirty-two years' service in Southern Rhodesia's Native Department, of which the last six (1936-1942) were spent as Native Commissioner, Salisbury, entitle Mr. N. H. D. Spicer to write with accuracy about the African's changing role in Rhodesia. The interest Mr. Spicer has taken in the African is shown in his role of Editor of NADA, the Native Affairs Department Annual, which is, regretably, too little known outside the Colony.

Neither the white-man's gods nor his attempts to laugh them out of their superstitions were sufficient, at that time, to convince the people that there was no need for a witch-doctor in their midst.

As has been suggested already, the reorganisation of the culture of a conquered people—especially of an uncivilised people—to conform to the standards of the conquerors too often results in the loss of much that was good in the older regime. It seems almost inevitable that in the process of destroying unwanted or undesirable habits and customs much that is commendable should also perish.

As a further example, there is the regrettable loss of the powers once wielded by native chiefs, powers which more recent policy has sought to restore in some degree at least. Immediately after the occupation and during the early installation of administrative machinery, the co-operation of the chiefs and their elders could scarcely have seemed a matter of very great importance. In consequence, they received little more than nominal recognition, and the removal of their powers of punishment so undermined their authority that their influence with their people waned until, with rare exceptions, the new generations began to snap their fingers in the faces of those at whose voices they would once have trembled.

The regrettable lack of respect so noticeable among many of the younger Africans to-day, and the absence of discipline in the younger men and women of the race undoubtedly had its first cause in a realisation that a relaxation of the standard of deference once due to their own chiefs and headmen met with no serious rebuke. Such behaviour quickly developed into a bad habit.

It is perfectly true that the new regime provided certain protection for the dignity of the chiefs and granted them subsidies (the adequacy of which is questionable); it also enumerated offences against chiefs for which certain pains and penalties were provided. These, however, so far as the chief's authority was concerned, were poor substitutes for the old powers of life and death and the summary and drastic punishments which could be visited upon offenders on the spot. Recent tendencies have been in direction of re-establishing some of the lost dignity and restoring something of the lost power, but it has long been apparent that the rebuilding of the tribal system, where it is not already beyond repair, will take much longer than did its original destruction.

* * *

NATIVE FARMING METHODS

MUCH HAS BEEN SAID AND MORE WRITTEN of the native's wasteful methods of agriculture, of his nomadic system of growing his crops, of his indiscriminate destruction of his trees, and of the overstocking of his grazing areas. To-day, an appropriate department is dealing with the first two of these objectionable methods. The evil of overstocking has been preached unceasingly by the Department of Native Affairs ever since the early years of the century. Latterly, these sermons, combined with some measure of compulsion, introduced for the ultimate and greater good of the native community, have resulted in considerable de-stocking in many areas.

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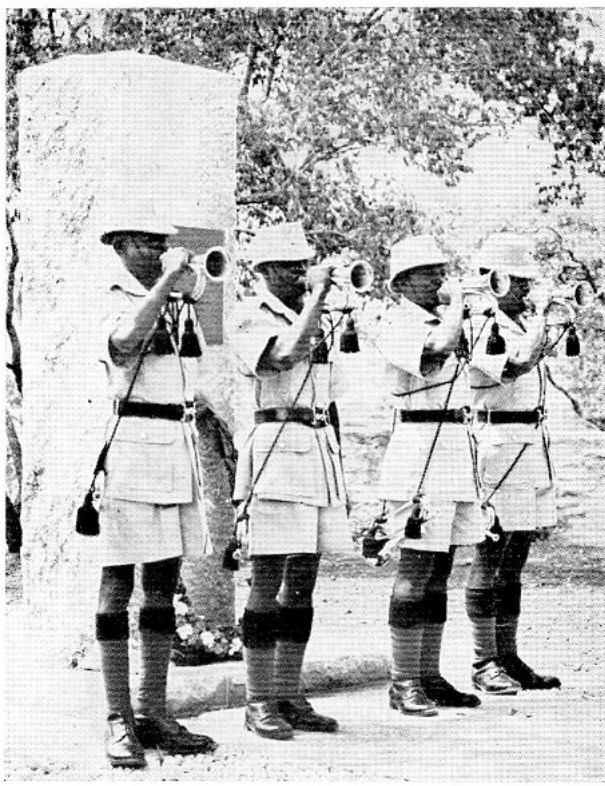
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It must not be supposed, however, that the native's reluctance to reduce his cattle holdings numerically is no more than a pig-headed refusal to take the advice of those who know what is best for him. Cattle, as most of us know, are the native's banks. The progeny are the interest on his fixed deposit. The most important role which such wealth is called upon to play, apart from an occasional sacrifice to the spirits of his ancestors, is that of lobola.

For years the native cattle owner has been urged to reduce his cattle holdings numerically and to put his money into fewer but better grade animals. "Look here", we say, "you have 60 head of cattle, poor creatures for the most part worth perhaps 50 shillings each. One hundred and fifty pounds' worth of stock trying to graze a living off a few inadequate acres of rather indifferent veld! Now, if you had 10 animals worth fifteen pounds apiece, your bank balance would be the same and the grazing, inadequate for 60, would suffice for 10 and would even support a few head increase."

All of this is true and sound enough, until the necessity for a sacrifice arises. A beast must be slaughtered. It is all very well to take one-sixtieth part of a herd, a mere trifle of two pounds ten's worth, to appease the disgruntled spirit of some offended ancestor, but to take one-tenth of a man's wealth for such a purpose, well—a single killing may cost as much as a lifetime of sacrifices under the old economy.

A yet greater difficulty arising from the numerical reduction of herds is to be found in the lobola aspect. In a family where there may be several sons, brothers,

nephews or others for whom in the somewhat complicated but quite definite customs of succession lobola must be provided, there might well be no more than one or two beasts left over from a large herd by the time all obligations have been met. A herd of a mere dozen or so would not provide enough beasts to go round.

LOBOLA SYSTEM

PASSING FROM THE QUESTION OF LOBOLA cattle to the lobola system itself, this long-delayed tendency on the part of the native to accept and to do something about the idea of reducing his cattle holdings is—morally—perhaps something of an unhealthy sign. It seems possible that this acceptance has come about, not entirely because he has seen the light in regard to this matter but to some extent because the lobola aspect—that is, the cattle part of the lobola consideration—is no longer an essential feature of the transaction. With the complete disappearance of cattle (once almost the sole consideration and later the main consideration, augmented by some cash payment), one cannot help fearing that lobola, at one time a traditional token of sincerity and an incentive to a continuance of the union of the families, may have sunk finally and entirely to the level of mere purchase price. That this has been the position for many years, and certainly in a great number of cases, in and around the cities and the larger industrial centres has been a regrettable but undoubted fact. The deterioration of lobola, from bride-price in its best sense to purchase-price pure and simple, in the less sophisticated rural areas is a matter which must cause uneasiness to the older generation, whether of native administrators or of the natives themselves.

EFFECTS OF CIVILISATION

THE FOREGOING ASPECTS OF NATIVE AFFAIRS, the customs and the habits which time has so greatly affected, do not, perhaps, come to the notice of the man-in-the-street or if they do they may seem to him, with



Men of the Rhodesian African Rifles practise stripping a Bren while blindfolded.

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Sixty years ago, a few skins and an occasional sack sufficed for the African's wardrobe—today, in the matter of three generations, the demands of the urbanised Africans have grown incredibly, and the bride and bridegroom in this picture have followed European fashions.



African workers in a clothing factory in Bulawayo. Under European instruction and supervision, many become highly skilled.

certain exceptions, of little importance and less interest. There are, however, many matters in which yet greater changes have occurred in less time than the 60 years which have marked those others which have been mentioned.

These are the changes in the way of life, if not of the whole people, at least of that vast proportion—the urbanised natives and all those in regular contact with Europeans—whose needs have grown so incredibly in the matter of three generations. Sixty years ago practically every penny earned was pin-money. A few skins and an occasional sack sufficed for a man's wardrobe. He had acquired no fancy tastes in the matter of food. His time was his own and his legs were good enough to carry him upon such journeys as he was called upon to undertake. Beyond his annual tax he was not required to make any other contribution, direct or indirect to the revenue of the community.

How different is the position to-day! In addition to the annual poll tax, there are dog tax and a number of financial obligations to the community in which he resides. There is clothing to be bought and replaced from time to time. Bread and flour, tea and sugar, candles and calico and numerous other items have become essentials in the homes of many Africans. A bicycle has become as much a necessity to the average native as a wireless-set or a motor car to the average European.

* * *

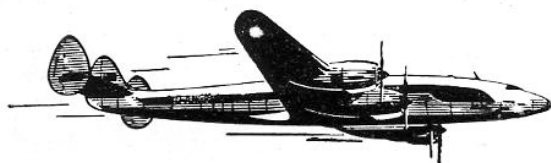
Here, then, we are faced with a picture of a people whose needs have increased ten-fold but whose aptitude for service has scarcely improved in the past 60 years. They are a people floundering between barbarism and civilisation, missing, unconsciously perhaps, the comfort of strange customs which served to give strength to their forefathers in the times of their adversity, and not yet sufficiently impressed by European standards to derive stability and comfort from adopting them.





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1934: A Westland Wessex flying over the Victoria Falls. This aircraft, hired by RANA from Imperial Airways to cope with the increasing traffic was later replaced by the Rapide.

WINGS OVER RHODESIA

A BACKWARD GLANCE AT CIVIL AVIATION IN THE RHODESIAS AND NYASALAND

by

A. DENDY RAWLINS

1933 WAS THE YEAR WHICH SAW THE first serious attempt to launch regular air line services within the Rhodesias and Nyasaland. Already a number of adventurous spirits had been blazing trails across the African skies and the "Hercules" and "Atalantas" of Imperial Airways were lumbering over the illimitable bush maintaining the first regular services between the old country and South Africa.

The time was now ripe for Southern Rhodesia to step into the picture and take her part in the great developments which were revolutionising transport and travel throughout the world. After certain negotiations the Beit Trustees came forward with a handsome offer of financial assistance; Imperial Airways agreed to provide expert operational management and so, in August, 1933, there came into being—Rhodesian

and Nyasaland Airways Ltd.—soon to be known far and wide as "Rana".

* * * *

INCEPTION OF RANA

UNDER THE CHAIRMANSHIP OF COLONEL (now Sir) Ellis Robins of the British South Africa Company, and with Captain G. I. Thompson, D.F.C. of Imperial Airways as Operations Manager, the newly formed Company lost no time in starting the formidable tasks which lay ahead. In Bulawayo about this time some enterprising gentlemen, prominent among whom were Mr. Harry Issels and the late Mr. Aston Redrup, had formed the Rhodesian Aviation Company. Rana acquired the R.A.C. as a going concern with its fleet of single engine aircraft

Captain A. Dendy Rawlins was associated with civil aviation in Rhodesia for many years, and was one of the first persons to be engaged by R.A.N.A. when this organisation was formed. He served as traffic superintendent and was later transferred to S.R.A.F. Communications Squadron as adjutant. He continued under S.R. Air Services and Central African Airways Corporation until his retirement in 1948.



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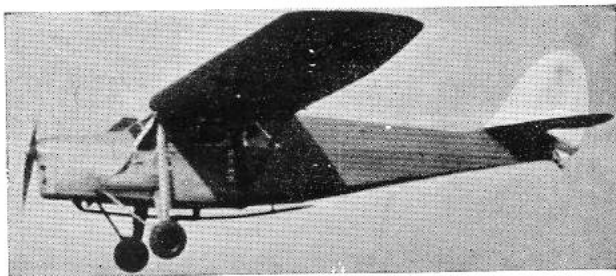


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comprising Puss Moths and a Fox Moth. When we consider the magnitude and complexity of the operations conducted to-day by Central African Airways, Rana's lineal descendant, it is interesting to glance back at the small beginnings from which the larger organisation sprang. Two tiny offices in Stanley Avenue almost opposite Pockets Tea Room housed the young Company and here Captain Thompson with one assistant and one typist set about the problem of providing the Rhodesias and Nyasaland with their first official inter-territorial mail and passenger Air Services. As regards pilots—Rana's opening batsmen were two young men whose names were soon to become household words in the three territories—Miles Bowker and Mike Pearce. The war, unhappily, claimed the former but Mike Pearce is still with us, now as Superintendent, Flying, to Central African Airways. To these two was soon added a third, Reg. Bourlay. Just prior to the formation of Rana, Mr. C. J. Christowitz, a progressive planter and contractor in Nyasaland had launched a small private Company to provide Air Services between Blantyre and Salisbury: his fleet consisted of two Puss Moths and his pilot was Reg. Bourlay. Old hands can still remember these very small aircraft, painted a rather violent yellow, coming in to land with uncanny regularity, irrespective of rain or storm, after completing their three hundred mile flight across the almost featureless wastes which lie between Nyasaland and Salisbury.

Rana absorbed Christowitz Air Services and its thus augmented fleet was soon extending its operations and increasing the frequency of its services into the Union and all adjacent territories. It was building up, also, that reputation for safety and punctuality which Rana never



1931: De Havilland Puss Moth which did much to build up civil aviation in its early stages in the Central African territories.

ceased to enjoy until the Second World War brought its activities to a close for ever. No brief survey of these early days would be complete without mention of Mr. "Steve" Launder who, with two or three young engineers, maintained and serviced the Rana fleet to such good purpose that mechanical breakdowns were very nearly unknown.

HAZARDOUS CONDITIONS

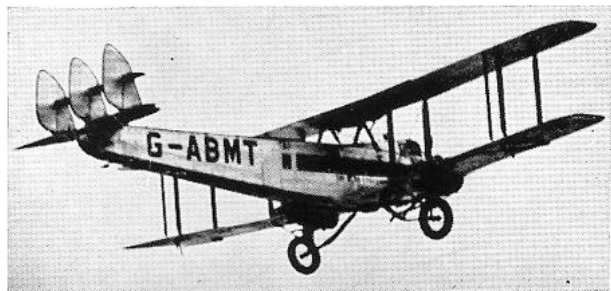
THE CONDITIONS WITH WHICH RANA'S FIRST pilots had to contend would horrify the young pilots of to-day. In the first place the entire fleet consisted of single engine aircraft and in these frail machines pilots and passengers set off in complete confidence to traverse hundreds of miles of wild country in which emergency landing grounds were practically unknown. As for "aids to navigation"—these were conspicuous by their absence and wireless was as yet a pious hope which did not crystallise into reality for several years to come. Meteorological services were in their infancy and weather reports, usually by landline, often depended on the frame of mind of local elephants who tore down the lines with gusto and departed into the bush draped with telegraph wires and broken poles.

It was certainly a hard school but it turned out a breed of pilots whom force of circumstances compelled to be completely self-reliant and in whom initiative and self-confidence were fostered to a high degree; daily the pilot would be called upon to make decisions in which his only guides were his own judgment and experience.

Shortage of funds was an ever present handicap during Rana's early days. Everyone on the pay roll knew exactly how things stood and all pulled together to get every ounce out of themselves and their machines. All knew it was useless to badger the Directors for things they gladly would, but were financially unable to, provide. Looking back now after some sixteen years one cannot doubt that Rana, battling against every imaginable handicap, did, in fact, lay a very sure foundation for the greater things which were to come.

STEADY IMPROVEMENT

MEANWHILE THE TEMPO OF DEVELOPMENT in aviation was rising throughout Africa. Greater speed, greater comfort, greater frequency was the order of the day. Nor was the vital importance of improved ground services overlooked. Larger and better airfields, more and more emergency landing grounds, improved meteorological services, quicker and more reliable communications and above all—wireless; for these and other facilities the operators clamoured. Such demands could not be met overnight and to many it seemed that progress was painfully slow. Specialists to man technical services cannot be trained in a month and development must, perforce, keep in step with the ability of the country to pay the bills. Nevertheless, steady if unspectacular progress was made and the public came to regard flying as a normal mode of travel rather than as an exciting adventure. For example, when in 1935 Sir Herbert Stanley entered upon his term of office as Governor of Southern Rhodesia he made history by arriving at the



1932: De Havilland "Hercules" class landplane which pioneered the central route from Kisumu to Cape Town.



R.M.A. "Amalthea", Armstrong Whitworth "Atalanta" class of Imperial Airways, used on the central route from Kisumu to Cape Town, about 1932.



1934: De Havilland Fox Moth as used on the Salisbury-Johannesburg Service.

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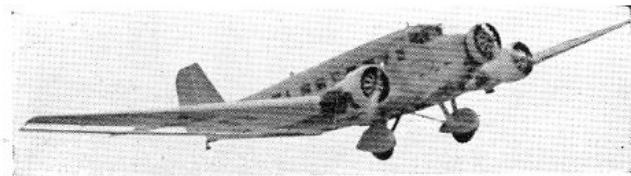
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1934: South African Airways Junkers Ju 52 as used on the Rand-Bulawayo route, and later to East and West Africa.



1934: De Havilland Leopard Moth, the replacement of Puss Moth.

Capital City by air. This brings to mind the name of one who from the earliest days was a warm friend and energetic supporter of Civil Aviation—Sir Hubert Young, then Governor of Nyasaland and later of Northern Rhodesia.

The ever increasing size and speed of modern aircraft led many to believe that landplanes, requiring larger and ever larger landing grounds, must in time give place to flying boats which would utilise the lakes and seas provided by nature rather than valuable land which could be put to other important uses. Imperial Airways placed much and well founded faith in the flying boat and in due course there appeared the first of the famous "C" class flying boats. These, on the South African route, followed the course of the Nile and thence Southwards via the Great Lakes to Mombasa, Beira and Durban. Once the new service had got into its stride the Imperial Airways landplanes were withdrawn and the Rhodesias were thrown on their own resources to make suitable connections with the trunk line to Europe.

To meet the need for a type of medium size twin engine aircraft the Directors of Rana selected the De Havilland "Rapide" and the first of this class was flown out from England to Salisbury by Captain G. I. Thompson in 1935. The choice could not have been better. By the standards of that time these aircraft were comfortable and fast and their reliability was beyond praise; if proof be needed, it lies in the fact that even to-day they are still in use but little modified from the original version.

In the Union of South Africa Civil Aviation has never looked back from those almost pioneer days when Union Airways were operating various types of Junkers over the length and breadth of the country. This is perhaps natural enough in a land of vast distances where hundreds of miles separate the half dozen principal cities; further, young South Africans have always shown a peculiar flair for flying both in peace and war.

WAR CLOUDS

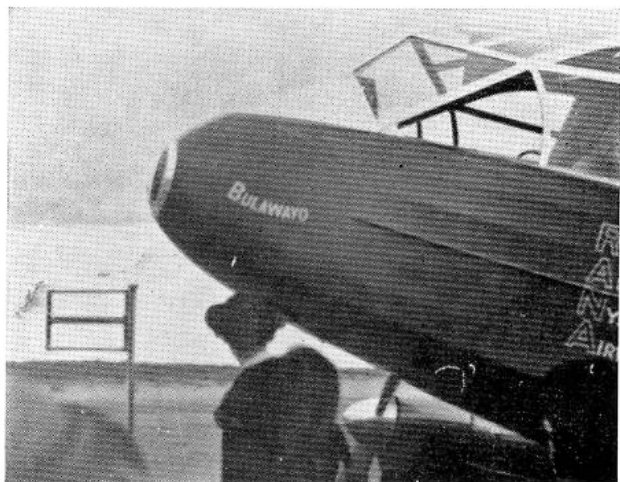
WHEN THE STORM CLOUDS OF WAR BURST into explosion in September, 1939, it was clear that for the foreseeable future an abrupt end had come to

all hopes of further expansion and development. Rana passed under military control as the Communication Squadron of the Southern Rhodesia Air Force. With many it was a sore point that they could not proceed at once on active service. The inescapable argument that the essential services must go on has perhaps a hollow ring in the ears of the young man bursting with martial ardour. All such as could be spared did eventually get away and we must be thankful that the great majority came back, some with military honours thick upon them; others, alas, did not return.

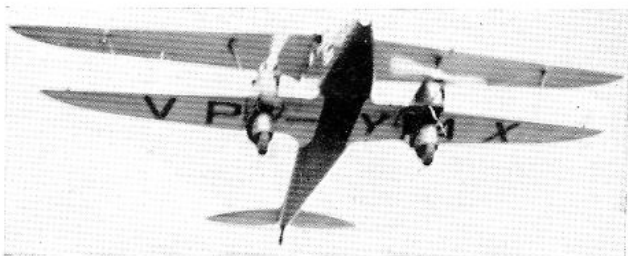
Towards the end of the war the need for maintaining a Communication Squadron became less urgent and the unit blossomed forth as "Southern Rhodesia Air Services". This new entity was born under a stormy sky. The war was in its last and bitterest stages. The question of being able to maintain the fleet at all in an airworthy condition became a nightmare; spare parts were virtually unobtainable but once again necessity became the mother of invention and the engineers set out to make for themselves what could no longer be imported; had the war lasted a year or two longer they would probably have been turning out complete aeroplanes. At the most difficult hour the R.A.F. agreed to hand over a number of "Anson" twin engine aircraft for conversion into passenger carrying aeroplanes and thus, in some degree, the worst of the Air Services' troubles were met.



1935: The well-known and popular De Havilland Rapide.



Lady Stanley christening one of the two new RANA Rapides in 1937.



1937-38: De Havilland "Dragonfly" used by RANA on scheduled services.

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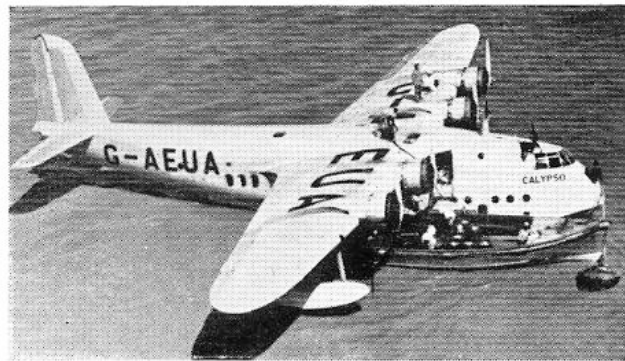
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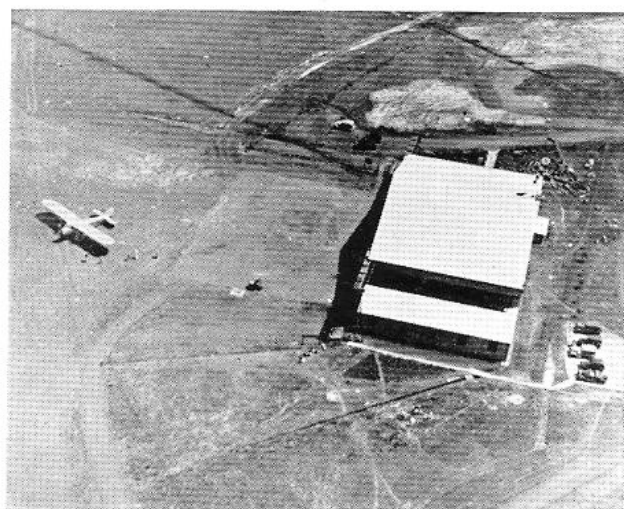
Imperial Airways "C" class flying boat anchored in the Pungwe River at Beira.

POST-WAR EXPANSION

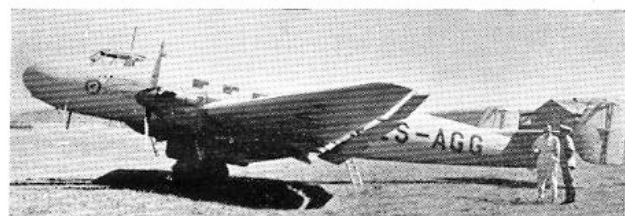
WITH VICTORY AND PEACE ASSURED THE Governments of the three territories recognised that if Civil Aviation was to hold its own and to develop as it ought to develop then it was essential that it be put on a new footing. To replace the then existing fleet with fast modern types capable of carrying a score or more passengers was in itself a financial undertaking of considerable magnitude. Fleet replacement was only part of the problem; on all sides were clear indications that tremendous advances were pending as the lessons and discoveries of the war were turned to civilian use. If Civil Aviation in Southern Rhodesia was to keep abreast of this upsurge of development and to reap to its full advantage the fruits of the worldwide research then proceeding, only a body with the strongest financial backing could meet the situation. In 1946, therefore, was formed the Central African Airways Corporation, sponsored by the Governments of Southern and Northern Rhodesia and Nyasaland. The best and most suitable types of British post-war aircraft were selected. Vickers "Vikings", equipped with every modern device for the safety and comfort of passengers were put into service on the major routes. For the feeder services, linking the remoter settlements

with the main centres, the choice fell upon De Havilland "Doves" and these fast flying and comfortable aeroplanes have fully justified their selection.

And so it may be fairly said that, though the way has been long and hard, Civil Aviation in the Rhodesias and Nyasaland holds to-day a position second to none in the continent of Africa.



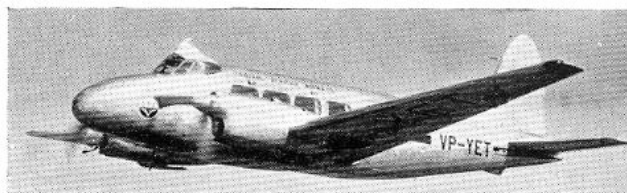
RANA hangar and offices about 1935. Apart from two other small hangars this was the only building on the aerodrome.



South African Airways Junkers Ju 86 which replaced the Ju 52.



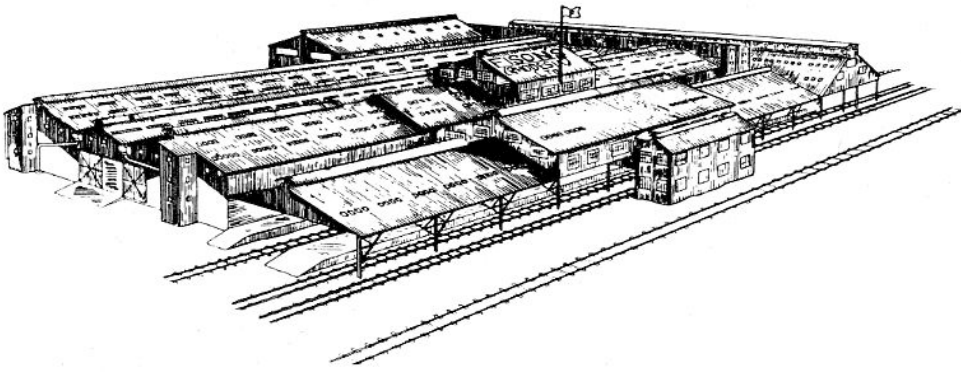
"Salcombe", first Solent to land on the Zambezi. These flying boats are now in regular service between the United Kingdom and South Africa.



1950: The De Havilland "Dove" which is now in regular service on the Central African Airways' routes.

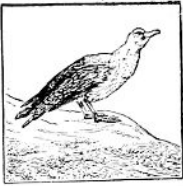


1950: The Vickers "Viking", the comfortable and fast aircraft extensively employed by the Central African Airways today.



RHODESIA

1927 — 1950



FISON'S FERTILIZERS were first introduced into Rhodesia in 1927. In 1930 the original factory was erected at Msasa. This building was, from time to time, enlarged and the machinery modernised and replaced to keep pace with increased demand and improved manufacturing methods.

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AGRICULTURE

IN SOUTHERN RHODESIA

BY

CAPTAIN THE HON. F. E. HARRIS, C.M.G., D.S.O.



IN 1903 I FIRST VISITED THE Matopo Farms on the Rhodes Estate in Matabeleland. These were being farmed by Mr. E. A. Hull, in partnership with the Trustees of the Rhodes Estate. Under Mr. Rhodes's will, provision had been made for the development of the Estate. The Matopo Dam had been built, and it irrigated a considerable area. The farms were being very successfully managed and developed by Mr. Hull. A fine herd of Lincoln Red shorthorn cattle and a large herd of Large Black pigs were being established and were to become well-known throughout Rhodesia and the Union of South Africa. Ostriches at that time were also doing well.

Wagons left each week with produce for the markets at Bulawayo and other centres. Lucerne, lucerne hay, oat forage, oats, maize, potatoes, pigs, onions, eggs and butter all found a ready market. These farms, with their varied production, gave an insight into the possibilities which the agricultural and pastoral industry had in Rhodesia.

A friendship grew up between Teddy Hull, as he was affectionately known to all his friends, and me, which continued until his death in 1920. This was a great loss to all, but especially to the agricultural industry. To me, Teddy Hull was my ideal of a farmer and a man, full of energy, with not a lazy bone in him. When Bulawayo had a race meeting or a farmers' meeting he would ride 20 miles on horseback to attend, going back to his farm again that night. At the Bulawayo races he was steward,

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Salisbury

Southern Rhodesia

owner and jockey. How the crowds used to cheer when Teddy, as he often did, rode one of his own horses to victory! What good times we used to have, riding over the estate, visiting the different farmers, all of whom were friends of Teddy, most of them having at some time worked either for Mr. Rhodes or himself. Harry Huntley, Jack Brebner, Tom Bourdillion, C. J. Webb, Percy Ross, Gerald Selfe, F. B. Bett and many others belonged to that band. Brebner's and Huntley's families still farm successfully on the Estate. Tom Bourdillion is now Manager of De Beers' Ranches and President of the Bulawayo Agricultural Society.

It was on Rhodes's Estate that I first saw tobacco being grown by some native tenants for their own use. After trying to smoke it, I took a very dim view of the Rhodesian product.

AGRICULTURAL SHOW

SALISBURY AND BULAWAYO Agricultural Show Societies were formed in those early days and played an important part in developing the agricultural and pastoral industries. The Bulawayo Show Society owes a debt of gratitude to Sir Boucher Wrey who, as President over a great number of years, did good work in building up the Society. Mr. W. A. Carnegie has been Secretary so long that he appears to have given his life to it. His continued work and efforts are greatly appreciated. We should all feel it would be a poor show without W. A. C.

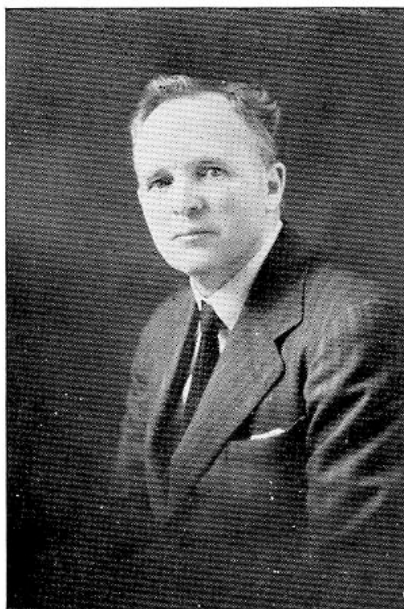
The Thousand Guinea Floating Trophy was first competed for in 1914. The Cup is given for the best bull on the Show, of any breed and any age. It has been competed for with bulls from Great Britain, America, the Union of South Africa and the Rhodesias. Matabeleland was always recognised as good cattle country. Many herds were being built up and improved. Among other good breeders were C. S. Jobling, George Mitchell, Bertie Fynn, Joe Stewart and the Matopo farmers.

Mashonaland, with its larger rainfall and good valley soils, was developing very rapidly with agriculture. Good farmers were realising its possibilities, among them being Mr. Duncan Black, Mr. McArthur, Mr. Newmarch and many others.

WAR

EVERYTHING APPEARED TO BE SET FAIR WHEN the 1914 War came along. The young men of Rhodesia went off to carry out their duty to their Empire. Development ceased, and only a few of the older farmers carried on as best they could. When the war was over the young men came back to make a fresh start. At first agriculture appeared to be going well, but about 1922 a slump came in world prices and continued for a number of years.

CAPT. THE HON. F. E. HARRIS,
C.M.G., D.S.O., Minister of Agriculture and Lands, Southern Rhodesia, 1934-1946.



"On reading through this article, I find that I have written more on the people in the industry than on the dry facts of agriculture—I suppose because I am more interested in them. Anyway, they are the people who have made and who will make agriculture a great factor in building up a great British Dominion, based on Rhodesia in Africa".

F. E. HARRIS.

Some farmers hung on and weathered the storm, but many lost all they possessed. It was a struggle, food-stuffs did not appear to be required, and even if wanted it was only at prices on which the producer could not exist or develop his farm to advantage.

TOBACCO, DISASTER AND RECOVERY

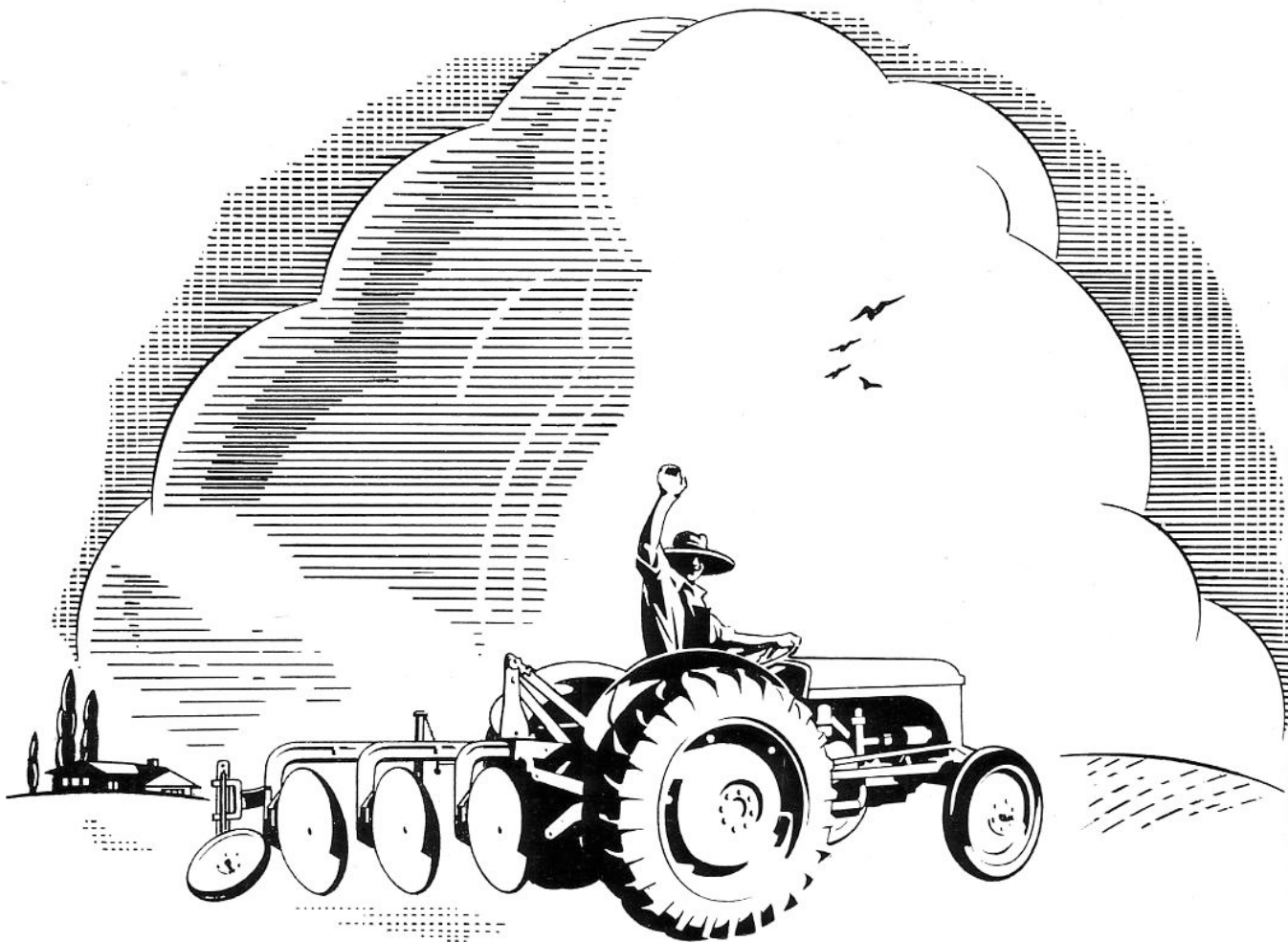
DURING THIS TIME TOBACCO came into some prominence as a profitable crop but there were no auction floors in those days and the buyers used to go out to the farms, or growers exported their crop direct to London and waited some time for their money. There was much fluctuation of prices and the types of tobacco in demand by the buyers varied each year. In 1926 there was a great increase in production, as we were assured that Britain would take all the tobacco we could produce. The results were disastrous, as existing trade channels became clogged, and much of our tobacco was unsaleable and many of the tobacco growers, including a number of Empire settlers, went bankrupt and their farms were sold at give-away prices.

It took many years for the industry to recover from this blow, but eventually it was put on its feet by the institution of organised sales on tobacco auction floors in 1937, and since then the industry has never looked back and has expanded to its present large proportions, with tobacco now our most valuable exportable commodity.

About 1930 foot-and-mouth disease appeared in the Colony. This closed our markets both for cattle and grain and threw the industry right back again into the doldrums. The British South Africa Company had established a grand ranch at Nuanetsi and built up a wonderful herd, which I suppose ranked with the best in the world. I always think it was a tragedy, both to Southern Rhodesia and the British South Africa Company, when—against local advice—the London directors decided to close down. If they had only hung on for a few more years, what a ranch they would have had, and what a rich harvest!

OFFICIAL ANGLE

IN 1934 THE PRIME MINISTER, SIR GODFREY Huggins, invited me to take on the Portfolio of Minister of Agriculture and Lands. Now, I had had no political training but if I could be helpful I thought I ought to try. I found many friends who gave good advice, especially in the House, where Members—including the Opposition—were kind and helpful. For 13 years I served under the present Prime Minister as Minister of Agriculture and Lands. He was always sympathetic when I was in trouble or difficulty, which was often. I soon learnt, however, that there was no short cut round the problems of agriculture. In the Department of Agriculture and Lands I



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Rhodesians can look back with pride at the achievements of the last 60 years and forward with confidence that a new and still greater prosperity will be theirs. But to secure that future — a future which is inextricably bound up with the soil — the most careful planning is necessary.

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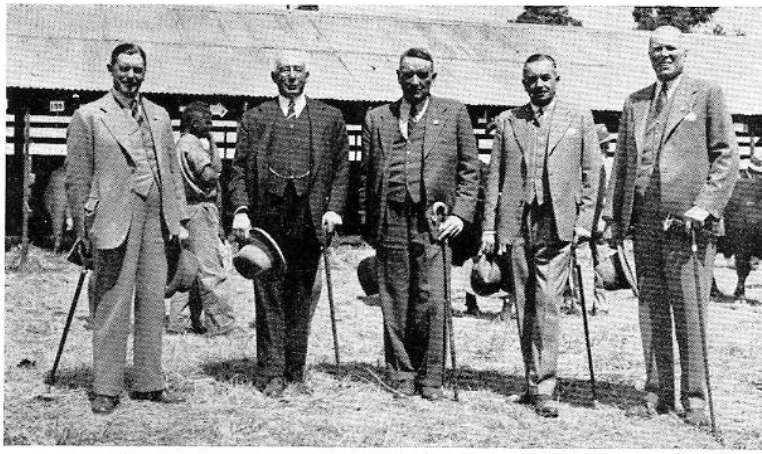
Ten minutes at the controls will convince you that the Ferguson System will do everything the farmer wants to do — do it better, at less cost; on every farm, no matter how large, how small, how difficult to work.

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Left to right: Sir Godfrey Huggins, Prime Minister; Sir Herbert Stanley, Governor; Mr. Duncan Black; Major H. G. Mundy, and Col. Sir Ellis Robins, at the Agricultural Show, Salisbury, 1938.

found a loyal and efficient staff who were a great help. I was extremely fortunate in the two Secretaries of Agriculture, Major H. G. Mundy and Mr. C. L. Robertson, both capable and who gave me good advice but were prepared to accept the position when the Government thought otherwise and then carried out the Government's policy to the best advantage. They kept me out of a lot of trouble.

At this time the policy was to discourage the export market. This was regrettable, but what else could be done. Maize for export gave a return of 3/9 per bag; cattle (our best beef) realised 1½d. to 2d. per lb.; pigs brought in 2½d. to 3d. per lb.; butter was 5½d. per lb.; and eggs sold at 4d. per dozen. In London, our tobacco lay unsold.

To try to improve matters legislation was introduced, such as the Maize Control Act. It was never popular with anyone, but it was a genuine attempt to help. The Maize Control Act was brought in to give all producers a share of the local market, the balance to go to the export market. To-day you have the exact opposite, the export price being higher than the local price.

The buying of the Cold Storage by the State and the appointment of a Commission to administer it really put the cattle industry on a sound footing. The thanks of the industry are due to Sir Digby Burnett, as Chairman and Mr. A. Gelman, the General Manager, for their hard work and efficiency. To-day the C.S.C. is a great national asset.

Sir Robert MacIlwaine brought home to the country generally the dire necessity of conserving soil and water, and he became the first Chairman of the Natural Resources Board. The country owes him a real debt of gratitude for his great work. The creation of the National Farmers' Union, which allowed the farmers to speak with one voice and also advise the Government on all agricultural matters, was appreciated both by the Government and the industry. Mr. John Dennis and Mr. Humphrey Gibbs played a great part in bringing this about: they became the first two presidents.

IMPROVEMENTS

AMONG THE MAJOR IMPROVEMENTS for the benefit of agriculture have been:

- (a) The purchase of the Cold Storage as a State industry.
- (b) The establishment of the Natural Resources Board.
- (c) The establishment of the National Farmers' Union.
- (d) The Tobacco Marketing Act and the establishment of a Tobacco Marketing Board.

In addition, another scheme which was introduced was the Maize Bonus, whereby an additional payment was made to maize growers for all maize sold to the Board which could be certified as having been grown in accordance with sound farming practices such as soil protection and green manuring.

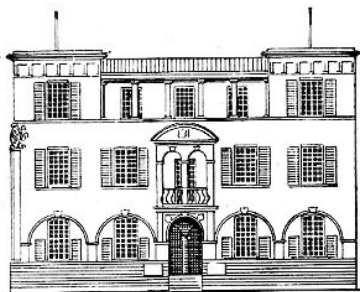
This brought home to farmers the need for proper concentrated measures if their soil was to be retained and the yields increased, and it certainly effected considerable improvement in this direction.

In 1938, with the shadow of war looming over the world, it was decided that there must be a change of policy; it was beginning to be realised that there was going to be a shortage of food and other necessities of life in the world, and that these were of more importance than money. The time had come to tell the producers that there would be markets for all they could produce at remunerative prices. This was a complete change of policy and took some time before the full benefits could be felt.

Difficulties have arisen in obtaining the necessary machinery and native labour, but these are gradually being overcome. Tobacco, after all its setbacks, has proved itself and is now well established on the world's market.



Lady Bledisloe presenting the Milne Trophy for the Champion Bull to Mr. Duncan Black, at the Salisbury Show, 1938.



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NATIVE AGRICULTURE

OVER THE PERIOD UNDER REVIEW, EUROPEAN agriculture has made good progress, but the problem of improved agriculture in Native Reserves still remains unsolved. In the western part of Matabeleland (Plumtree district), before 1920 this district supplied the mines of Southern Rhodesia, including those in Mashonaland, with native grains, monkey nuts and beans in very large quantities, but with the introduction of the plough, no soil conservation, and down-hill ploughing, the good top-soil soon went down the rivers. To-day these districts cannot produce enough to feed themselves. With the increase in the native population and also in their herds and flocks, huge areas are being ruined each year. Giving them more land to ruin is not the solution. A scheme will have to be worked out, so that the land can be properly farmed. The native people working in the towns and in industries should be properly housed in villages adjoining their work, where they can live with their families.

They can no longer be both farmers in the reserves and workers engaged in industries in the European towns. I know much time and thought has been given to this question, but up to now the results are not noticeable. On the contrary, every year the position in the Reserves is worsening.

* * * *

SUGAR AND COTTON

THE EXPERIMENT OF GROWING SUGAR IN Southern Rhodesia, so far from the sea coast, has proved very interesting. In the hot, low-lying part of the country the Government is developing the Triangle Estate. It has been proved that with irrigation and the right strain suitable to this country sugar can be grown successfully. Good progress is being made, and it is the opinion of men who know, that, at least, we will eventually produce the sugar to supply our own needs. A sugar refinery is already established at Bulawayo, and the possibility of growing sugar in the Zambesi Valley is now being investigated by a private company.

Cotton is a crop which every farmer should grow, even on a small acreage. It is a paying crop and also a splendid rotation one. Major G. S. Cameron has done great work in developing strains suitable for Southern Rhodesia and has also developed the Government spinning mills at Gatooma, thus adding another good industry to the country.

* * * *

SPEECH MADE IN 1943

TO ROUND OFF THIS SHORT SURVEY OF agriculture in Southern Rhodesia, I want to quote from a speech I made in 1943—for I feel it applies even more so to-day.

This is what I said:

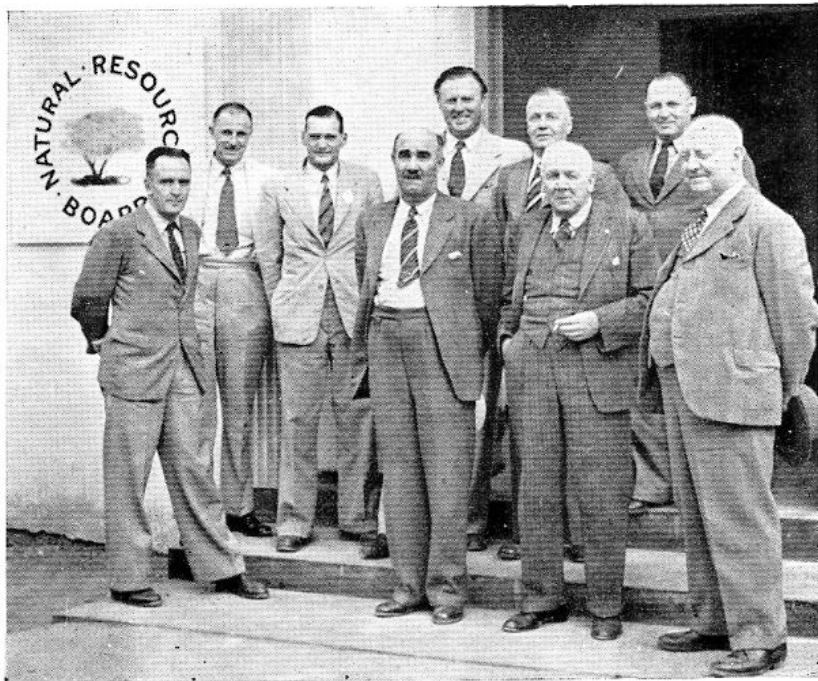
"It must be remembered, in looking at all the problems of agriculture, that the controlling factors are the soil and soil conservation. These must come first, before you can rectify the other ills of agriculture. There is no single remedy for such ills. The wholesale displacement of ownership to the State is ill-suited to our conditions and foreign to our traditions and character.

A farmer should be given the opportunity and encouraged to own his land, for the State is a bad landlord. Farmers are not prepared to work for a Government; however great may be its powers to enforce good cultivation, the good men will gradually drift away to other industries and the State will be left with the poor farmer. In short, we are driven back to the conclusion that without a fair and level price for agricultural products, land nationalisation is doomed to failure: if stability exists, nationalisation is superfluous.

World prices cannot be based on the uncontrolled working of supply and demand, but must be based on the cost of efficient production under conditions which ensure a reasonable standard of living. What is required is stability, not only for the producer but for the consumer. The wild fluctuations of unregulated production must be eliminated, and it must be ensured that the consumer gets supplies at a price level which is reasonable.

This is the necessary structure on which agriculture must be built, and this can only be brought about by Governments safeguarding the agricultural industry. It is not asking for exceptional treatment, but it does ask for what most other industries already possess, and what after the war, it can be safely predicted, all will insistently demand. It is the duty of the State to provide for the future of agriculture.

The worker on the land can no longer be a hewer of wood and a drawer of water to the industrial population. The agricultural industry must also play its part in greater efficiency, both technical and scientific, and must be



Mr. C. L. Robertson, Chairman, Natural Resources Board (second from right, front row), and Mr. L. H. Stewart, Secretary, Natural Resources Board (extreme left), with the chairmen of Salisbury District Intensive Conservation Area Committees.

prepared to submit to measures of national direction and control.

Subsidies have got certain advantages. They do show clearly the cost of assistance, and during difficult times they can be justified, but experience has proved that they are politically undesirable. They are regarded by the producer as a dole to consumption and by the consumer as a dole to production. To the taxpayer, subsidies appear as a burden laid on his shoulders for the benefit of producers and consumers alike. They are the cause of constant friction and debate. In future, the direct subsidy should be avoided and prices must be fixed on a fair basis.

When arriving at fair prices the costs of distribution must be examined carefully. To those who advocate low farm prices in order to preserve a reasonable cost of living for the urban population, it may be pointed out that the same result could be obtained by a reduction in the cost of distribution. We have had several examples of how this can be brought about in cattle, pigs, butter and maize, etc.

To have price stability you must have control. This is a fundamental fact, for in the absence of efficiency the nation cannot be expected to guarantee the farmer. But just as an unreasonably high level of prices is not in the best interest of the producer, so over-rigid control is not in the best interest of the State.

What is required is a system strong enough to curb inefficiency, while at the same time giving full play to individual enterprise".



Cutting sugar cane on the Triangle Ranch.

★LOOKING FORWARD

The manufacture of Asbestos-Cement building products is a good example of a rapidly expanding Rhodesian industry whose basic requirements are produced in the Colony.

Porter's Cement Industries (Rhodesia) Ltd. began operating in a small way in 1944, with one machine devoted principally to the production of corrugated sheeting and a few building accessories.

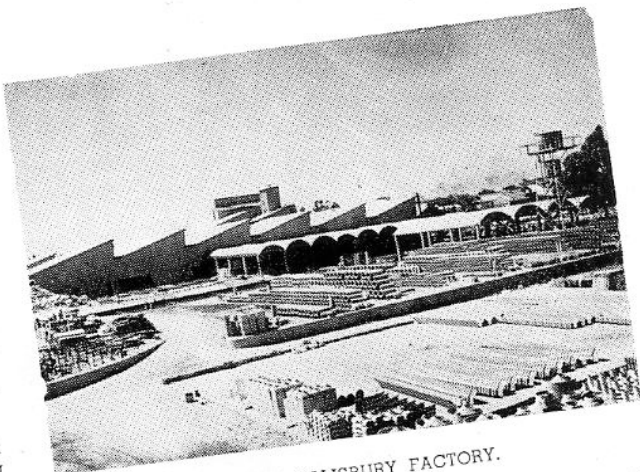
To-day, the Salisbury factory is turning out a wide variety of products, including Asbestos-Cement Roofing Tiles and small items from Cover Strip to complete pre-fabricated house units. In the concrete department centrifugally spun concrete pipes are made for drainage and sewerage work and certain concrete patented cavity wall units for housing.

In 1947 an associate company was formed for the manufacture of Asbestos-Cement products in Bulawayo and this Company commenced production during the latter part of 1948, supplying the Matabeleland area and Northern Rhodesia. Further interesting developments are in progress, including the manufacture of asbestos-cement high-pressure water pipes at the Bulawayo factory.

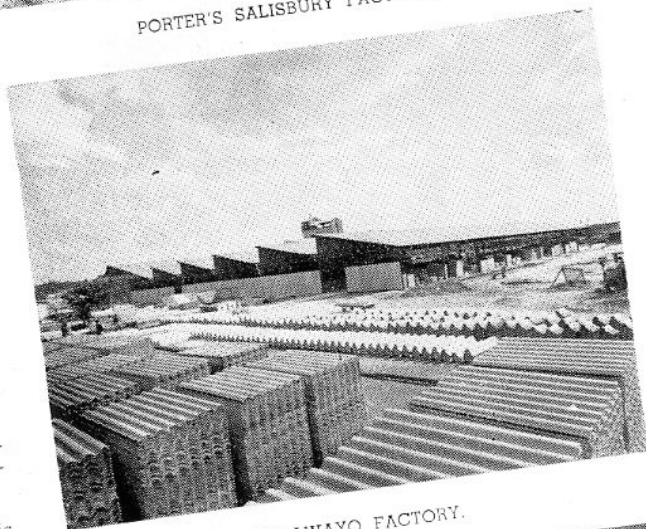
A third factory has been established at Umtali, where centrifugally spun pipe production and building construction are undertaken.

The company's policy of development is based on confidence in the future of Rhodesia and every effort is being exerted in order to meet locally as much as possible of the expanding needs of the Colony.

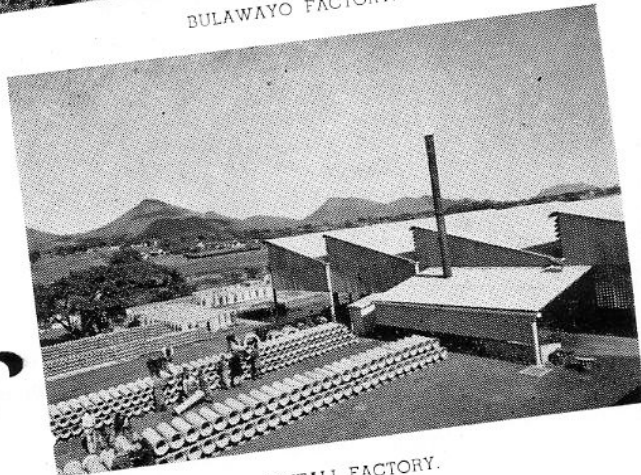
Porter's "Duralite" Asbestos-Cement products are in great demand in industry and for farm and domestic use. Easily erected, economical, permanent, they are playing an important part in building a greater, more prosperous Rhodesia.



PORTER'S SALISBURY FACTORY.



BULAWAYO FACTORY.



UMTALI FACTORY.

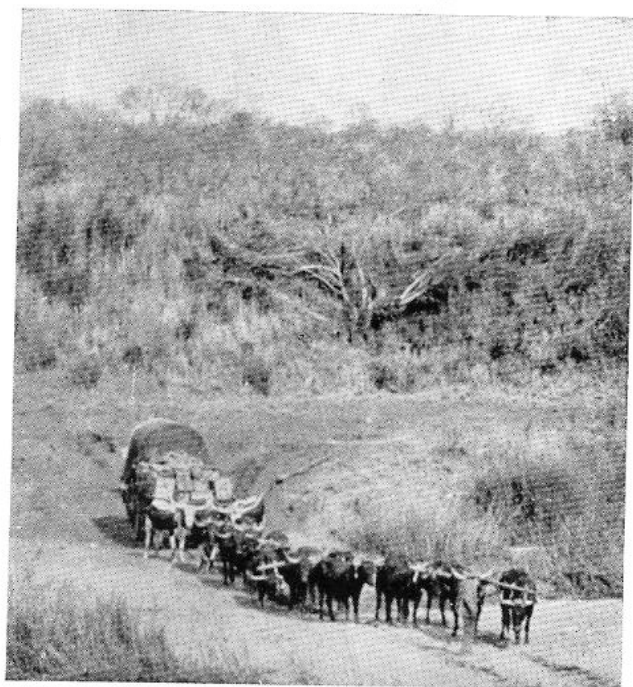
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From MERCHANT ADVENTURERS to COMMERCE and INDUSTRY

By CYRIL ALLEN, O.B.E., J.P.



THE STORY OF COMMERCE IN Southern Rhodesia begins with the tale of merchant adventurers in the best British traditions but instead of small ships facing the dangers of the oceans there were wagons and even scotch carts which journeyed through the deserts and cut dangerous trails with their precious freights of food, clothing and refreshment.

Meikle's and other wagon trains helped to keep the Pioneers alive and even John Dunlop's scotch cart played its part. Mr. Dunlop built a temporary store at Victoria of whisky cases and tarpaulins but afterwards sold out to the Meikle brothers, Tom, Stewart and John, so that he could make another trip.

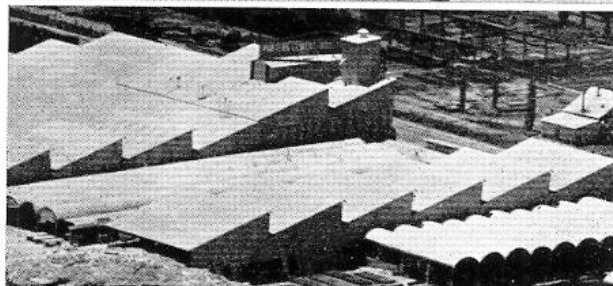
Tom Meikle became the doyen of Rhodesian commercial men and the organisation he founded now controls large and even vast interests covering stores, hotels, land and other businesses.

In those early days the arrival of supply wagon trains were great events and very old settlers will recollect the disappointment they felt on one occasion when having ridden out from Bulawayo to meet a train and get supplies of bacon, flour, baking powder and other goods they found that the loads consisted of nothing but whisky.

* * * *

LONG CREDIT

THE HISTORY OF THE ADVANCE OF COMMERCE is also the history of the Colony. Commerce has kept pace with the progress of the country and even on occasions set the pace. Part of the development of the Colony is undoubtedly due to the aid given to young and struggling industry, primary and secondary, by the merchants who allowed long credits for the goods and machinery needed to produce minerals, farm produce and manufactured goods.



If the truth were known it would probably be found that many men whose work was crowned with ultimate success owed much to the merchants who "carried" them during the lean years.

But commerce itself was young and struggling and in those early days few firms were so solidly established and financed that they did not themselves need assistance. Here the banks came into the picture and it says much for their faith in the future of the country and the integrity of the merchants that they provided money so freely.

To-day the Standard Bank and Barclay's Bank are national institutions intimately associated with the financial life of the country, thoroughly *au fait* with its heart beats and fluctuations and still helping, guiding, advising and supporting.

The relations between individuals and the banks have always been close and men of sterling character and financial probity have found the banks to be their very good friends. In very many instances the only real security for help given was the character of the recipient.

The banks and the public have been well served by a succession of competent managers of broad outlook in whom the public has the completest faith and confidence.

* * * *

MAKESHIFT TRADING

COMMERCIAL MEN SETTLED DOWN RAPIDLY in the new country, stores were opened in the main centres, on main routes and near mines and thus Rhodesian commerce had its birth. It proved to be a lusty youngster though there were hard years and many illnesses and accidents before the present chromium glitter could come into existence.

In very many of the earlier stores bookkeeping was elementary, the only fittings were cases of goods opened up and turned on their sides as they arrived. Stocktaking was not as systematic as it is to-day. There were no income tax and other returns to be made out and progress was judged by the presence or absence of a credit bank balance.

Some of the traders were more adventurers than commercial men and strange stories are told of what was



MR. CYRIL ALLEN, O.B.E., J.P.
the author of this article, who recently retired from the editorship of the *Sunday Mail*, was articled to newspaper work in 1893 and practised his profession in England, Canada, the United States, Natal, Japan and the Far East before coming to Southern Rhodesia.

found when occasional clearing was undertaken. Newly arrived cases had masked partially emptied ones which had lain long forgotten. Some traders had surprises when the front rows of boxes were taken down, it is even rumoured that machinery, pianos and other large goods were revealed.

Imports which were once reckoned in wagon loads have grown to many thousands of tons with a value of many million pounds.

To-day commerce is served by ships, trains and motor cars. Travelling from town to town is less of an exciting adventure, the roads, considering the enormous mileage in comparison with the population are excellent, trains are convenient and comfortable and aeroplanes have begun to play their part.

* * *

ORGANISED COMMERCE

COMMERCIAL MEN soon found the need for united consultation and action and Chambers of Commerce were early in the field and they in turn were combined into a Federated Chamber representing all local organisations, discuss-

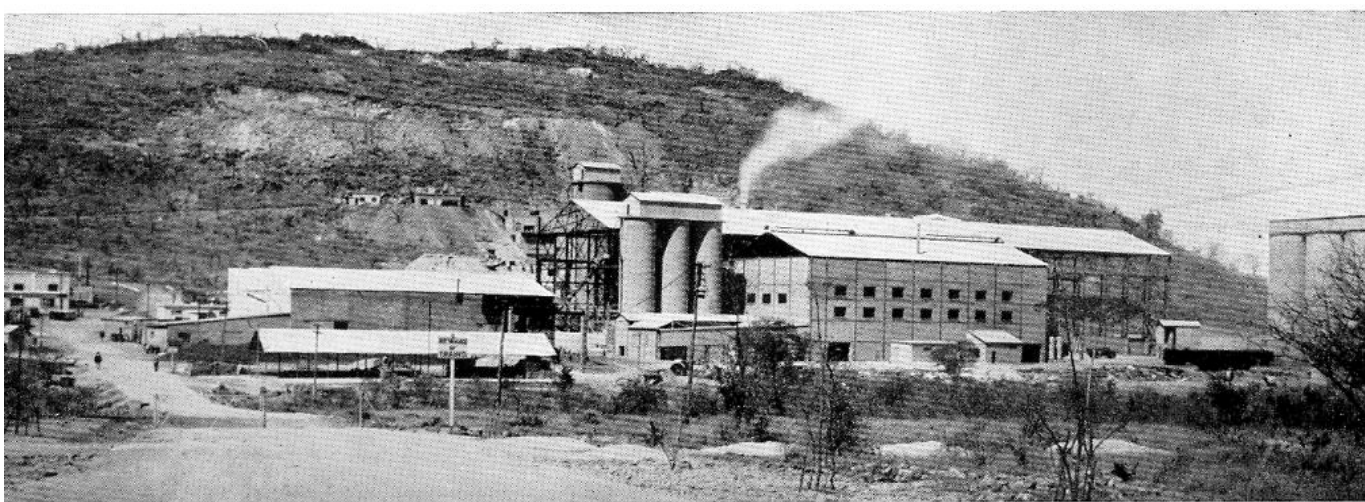
ing commercial problems on a high level and making representations to the Government with considerable power and authority.

So well has commerce established itself that in 1946 the total taxable incomes of commercial men and commercial companies reached the total of £3,500,000, of which amount half was received by individuals. The incomes from commerce were exceeded only by the incomes from rents and were greater than those of mining or farming. In that year the total taxable incomes of the Colony were over £20 million and commerce paid the greatest amount of nett tax.

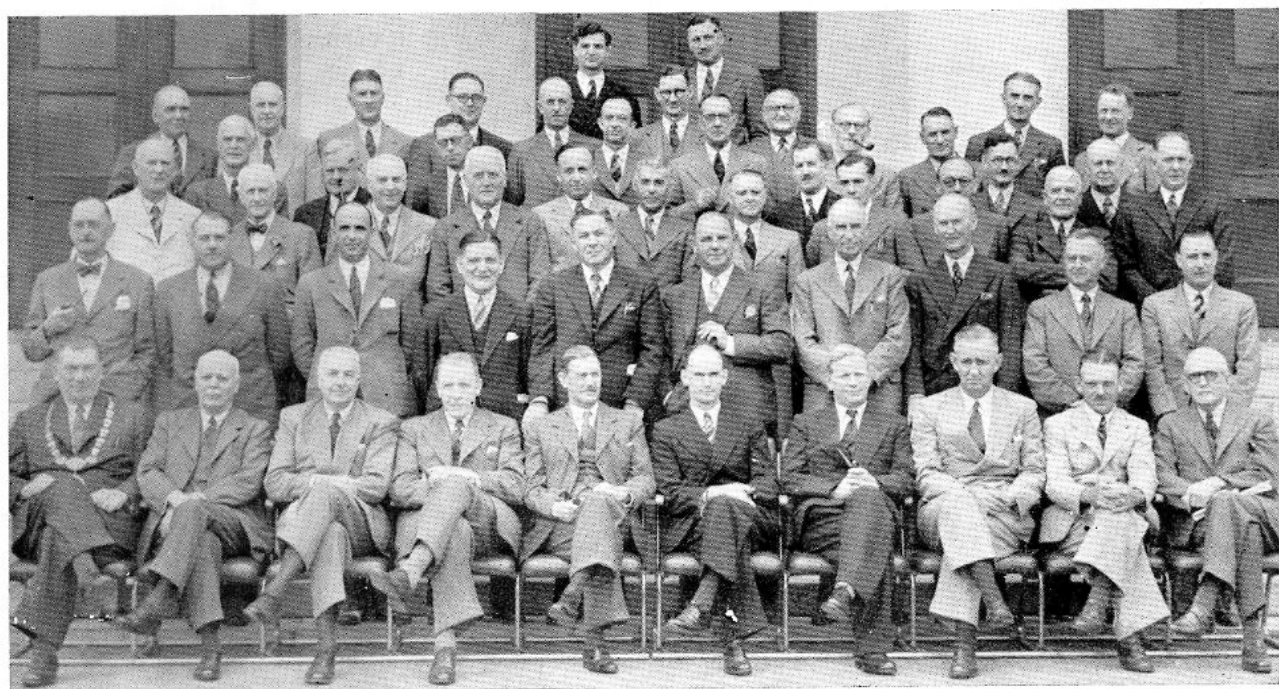
Not only does commerce to-day cater for many tastes but it also plays its part in creating new tastes and providing the means for their satisfaction. In all the main towns there are stores of pleasing architecture with modern fittings and the new science of management is well displayed.

Commerce has every reason to feel pride in its sixty-year achievement. There are still a few who can remember the early days and contrast then and now. Not many are alive to-day who took part in commerce during the closing years of the last century but the sound practices on which

(continued on page 141)



Rhodesian Cement factory at Colleen Bawn near Gwanda.



**DELEGATES TO THE CONFERENCE OF THE RHODESIA FEDERATED CHAMBERS OF COMMERCE
IN BULAWAYO ON FEBRUARY 23, 1948.**

Front row, left to right: Councillor H. A. Holmes, Mayor of Bulawayo; Sir Allan Welsh, Sir Miles Thomas; Mr. G. A. Davenport, Minister of Commerce and Industry; the Prime Minister, Sir Godfrey Huggins; Mr. M. G. Fleming, President of the Bulawayo Chamber of Commerce; Mr. E. F. C. Whitehead, Minister of Finance; Mr. P. B. Fletcher, Minister of Agriculture; Mr. T. H. W. Beadle, Minister of Internal Affairs; Sir Arthur Griffin, General Manager of the Rhodesia Railways.

Second row: Mr. N. St. Quintin; Mr. G. R. A. Johnson (now Vice-President of the Rhodesian Federated Chambers of Commerce); Senhor M. A. Ribeiro, President, Associacao Commercial Beira; Mr. M. Pearl; Mr. J. Burke; Mr. F. A. Perrow; Mr. G. E. McLeod; Mr. A. Sanders; the late Mr. I. J. Poley; Mr. A. G. Kerr.

Third row: Mr. R. A. Ballantyne; Mr. H. G. Payne; Mr. B. M. Gough; Mr. E. Watson, President of the Salisbury Chamber of Commerce; Mr. B. Goldstein; Mr. H. Krikler; Mr. C. P. Kinmont; Mr. R. Paisey; Mr. L. Wood; Mr. Z. Kaufman; Mr. F. A. Bennett; Mr. B. F. Wright; Mr. A. H. Murrell; Mr. D. H. Tobilcock.

Fourth row: Mr. H. J. Filmer; Mr. F. Hackney; Mr. A. Landau; Mr. H. H. Penman; Mr. Stanley Cooke, President of the Rhodesia Federated Chambers of Commerce; Mr. D. Broad; Mr. J. H. Allen.

Fifth row: Mr. A. W. Sturgess; Mr. C. S. Small; Mr. M. M. Buchan; Mr. O. R. Baxendale; Mr. J. G. Maxwell; Mr. J. W. Fitt; Mr. S. S. Grossberg; Mr. H. A. Cheetham; Mr. H. J. Cook.

Sixth row: Mr. A. C. Slater; Mr. C. R. Hutchings.

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SOUTHERN RHODESIA 1890-1950



A section of Salisbury's industrial area.

(continued from page 138)

commerce was founded have been continued by the successors. New ideas have been absorbed and converted into action which has resulted in the present day excellence of the stores and gives promise for future advance.

* * * *

"MADE IN RHODESIA"

THE RECORD OF INDUSTRIAL PROGRESS IN Southern Rhodesia during the last decade is striking. The volume of output has nearly trebled, productivity of labour has risen 11 per cent and the cost of labour 40 per cent but owing to the increased productivity of labour this has been reduced to 26 per cent. This advance took place despite the violent dislocation of economic life caused by the war and its repercussions.

Two years ago the net value of the products of secondary industries was almost £14 million. When the figures for last year are available it will undoubtedly be found that even that high figure will be greatly exceeded; further rapid advance is certain. This growth is not as widely known as it should be but each year sees new products on the market "Made in Rhodesia".

In older countries secondary industries developed from the work of individuals operating in small workshops or back yards and to some extent this has happened here but the greater number of our industries have been planned and have begun with all the advantages of the systems, machinery and plant evolved in more established industries.

In the early days after the Occupation the country lived on mining but agriculture soon became of economic and social importance. Now the two primary industries have been passed as wealth producers by secondary industries whose net output in 1947—and the operative word is "net"—was £13,804,000.

The gross mineral output was £7,586,000 and European-owned farms produced £13,080,000. The gross value of the output of secondary industries was £29,080,000. The net output is the fund from which dividends, capital additions, maintenance and replacement, wages and salaries, rates and taxes are paid. The net output represents the values created in the Colony. The considerable advance may be judged from the fact that in 1938 the gross value of the output of industries was £8 million.

The figures in regard to secondary industries have been carefully analysed by the Government Statistician, Mr. J. R. H. Shaul and the various tables reveal a position that should be carefully studied by all industrialists. They give a sound base for faith in the progress and expansion of the country.

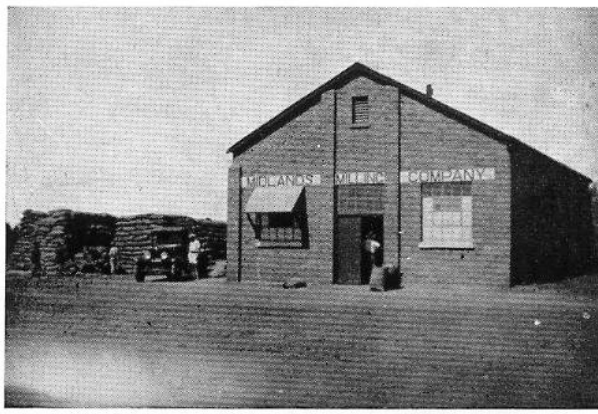
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COLONY'S GENUINE INDUSTRIES

DURING HIS VISIT TO THE COLONY TO LEARN how the Victoria Falls Hotel was conducted so that he could gather hints for the Union's proposed national hotels, Mr. Sturrock, a Union Minister, saw no future for Southern Rhodesia except as the producer of raw materials for use by the industries of the South.

Countries providing raw materials and little else invariably have a low standard of living and this prospect does not appeal to Rhodesians. To-day there are about 700 industrialists here producing over 150 articles or kinds of goods and in 1947 they paid over £7 million in wages and salaries. For the last ten years the European part of the labour force has remained constant at about 12 per cent out of a total in 1947 of 71,466 of all races.

At first some of the so-called secondary industries were mere money making concerns that did little more than pack and label imported materials but nowadays most of them are genuine industries actually manufacturing and each year using more and more of the raw materials of the country.

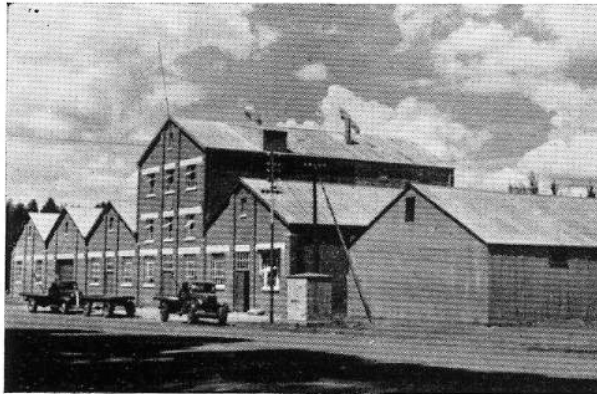


1929

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1950

In 1947 no fewer than 14 firms had outputs valued at more than a quarter of a million each. It is significant that the number of industries whose output was valued at less than £5,000 a year fell from 155 to 79 because many of them had expanded. In 1938 the average output per firm was £15,500 but by 1947 it had risen to £46,500, an advance of over 200 per cent.

During the decade ended 1947 employment in factory industries nearly trebled, the value of the materials used and of the net output of factory industries multiplied nearly four-fold. The value of secondary industries is now in the neighbourhood of that of Western Australia.

* * * *

EFFICIENCY

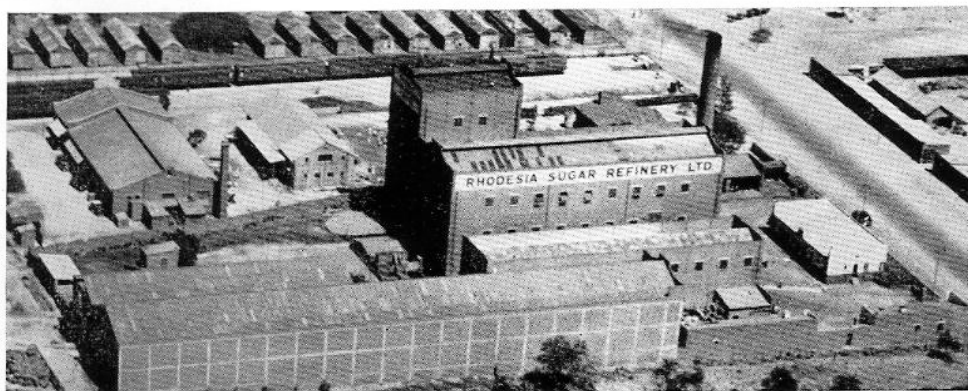
THE ESSENCE OF THE PROBLEM OF INDUSTRIAL expansion is efficiency, in overhead costs reduced to a minimum, in the production per unit of labour and the exclusion of wasted labour and material. Judged by these standards Rhodesian industries have made considerable strides.

Whilst costs of material and labour have risen there is an increase of 11 per cent in the production per unit above that of ten years ago. The return of workers who had been to the war and lost some of their industrial efficiency, which it took some time to recover, and the beginning of new industries that had not had time to

organise properly, lowered the production per unit for a year or two but the latest figures show a steady rise. Efforts will probably be made to ascertain to what extent production has been improved by the use of machinery and power.

Again taking the 1947 figures it is interesting to learn that nearly 42 million pounds of bread were manufactured that year and 52 million pounds of chilled and frozen meat were sold. Even ice cream contributed to the total with an output worth £41,000 and over 9 million pounds of soap were manufactured. Metal manufacturing and engineering contributed over £4 million.

It will be seen that secondary industries have added nobly to the wealth of the country and much more may be expected from them. By the use of raw materials new wealth is created and employment provided. Secondary industries were assisted by the urgent demands of the war years when the Colony had to provide itself with many things or go without but the wave of progress continued into the peace years and is still advancing to-day.



RHODESIA'S SUGAR INDUSTRY

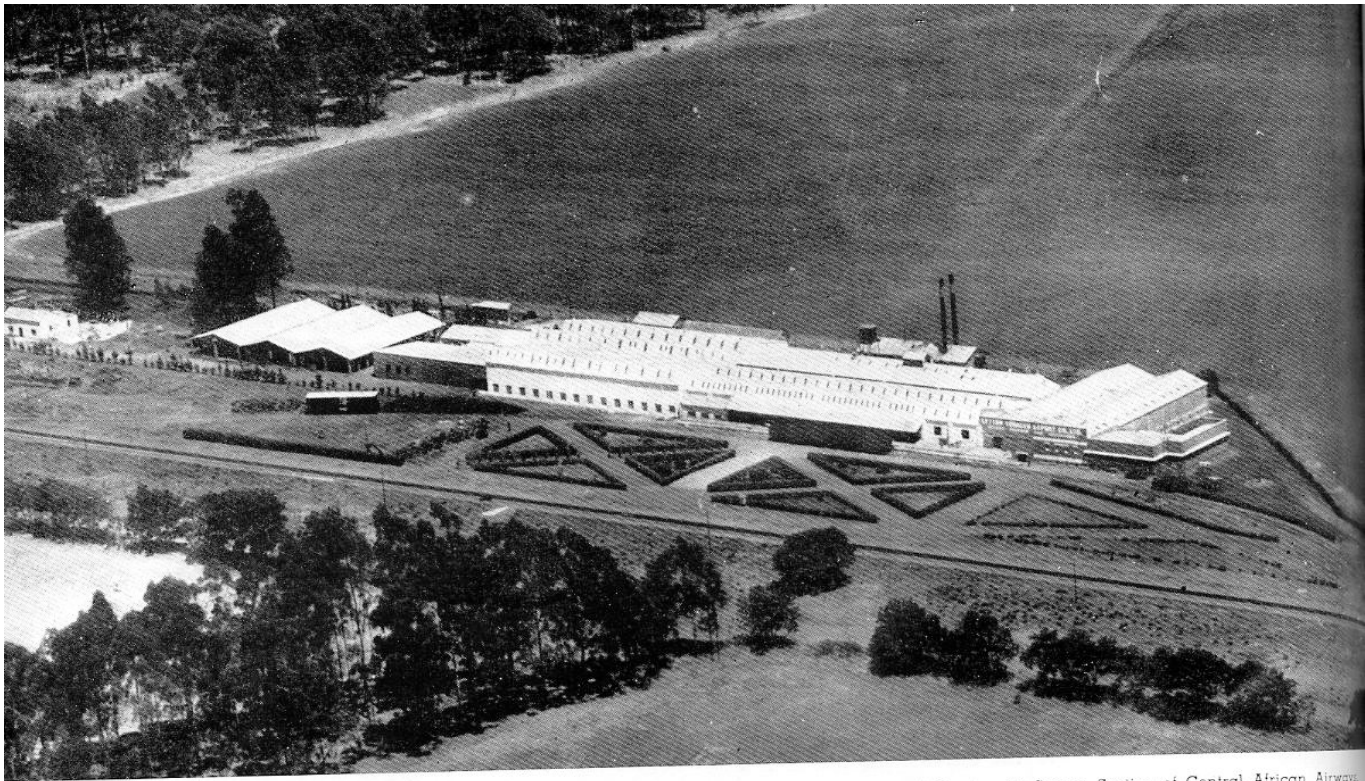
The present Refinery was established in Bulawayo in 1936 to supply sugar requirements of Southern and Northern Rhodesia and portion of Bechuanaland. The annual consumption of sugar in these territories, which was then about 9,000 tons, has increased to 34,000 tons, and is still rapidly increasing. A Branch Refinery is being erected in Salisbury to cope with this increasing consumption.

Products are:- No. 1 REFINED AND BROWN SUGAR; ICING, CASTER AND CUBE SUGAR; GOLDEN SYRUP; IMPE AND COOKING TREACLE; AND MOLASSES FOR STOCK FEEDING.
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RHODESIA SUGAR



REFINERY LTD.



AERIAL VIEW OF FACTORY.

Photograph by the Air Survey Section of Central African Airways.

The Lytton Tobacco Co. Ltd. sprang from what was originally known as Lytton Estates, later Lytton Tobacco Export Co. Ltd., established in the Colony in 1926.

When Tobacco Auction Sales in the Rhodesias and Nyasaland were started the Company abandoned growing operations and disposed of all tobacco estates with the exception of headquarters near Salisbury, where it was decided to concentrate on leaf handling operations.

The Company's up-to-date plant at Lytton Siding, seven miles from the city by tarmac road, is fully equipped and staffed to buy, re-grade, stem and otherwise process, pack and export all types of Rhodesian and Nyasaland tobacco. Processing machinery installed includes adequate steam generating plant and electrically driven orderers, hanging belts, sand and dust removers, screens, conveyors, etc., also two Proctor & Schwartz re-drying machines, one of which is the latest model

direct drive No. 7 Super-Dryer. The over-all factory floor area of 100,000 sq. ft. includes basement conditioning and storage bays. A private siding on the main Salisbury/Bulawayo line affords efficient rail facilities.

Up to 30 Europeans and 600 Africans are employed. Many of the staff live on the adjoining estate, Aspindale Park, where accommodation is provided by the Company. African employees and their families are also housed on the estate, and the many amenities provided for them include steam cooked midday meals, water, light, water-borne sewerage, school, church, cinema, radio broadcasts, trading store, beer hall and sports ground.

Directors are Col. the Hon. Sir Ernest Guest, K.B.E., C.M.G., C.V.O. (Chairman); Sir Edward Baron; P. Lytton Baker, Esq.; John A. Sinclair, Esq.; Geoffrey H. A. Goodwin, Esq.; Charles B. Taberer, Esq., B.Com. (Managing Director); G. R. A. Johnson, Esq., A.I.M.E.; C. M. Milner, Esq. Secretary: E. G. Bowles, Esq. Chief Buyer: J. Harrison, Esq.

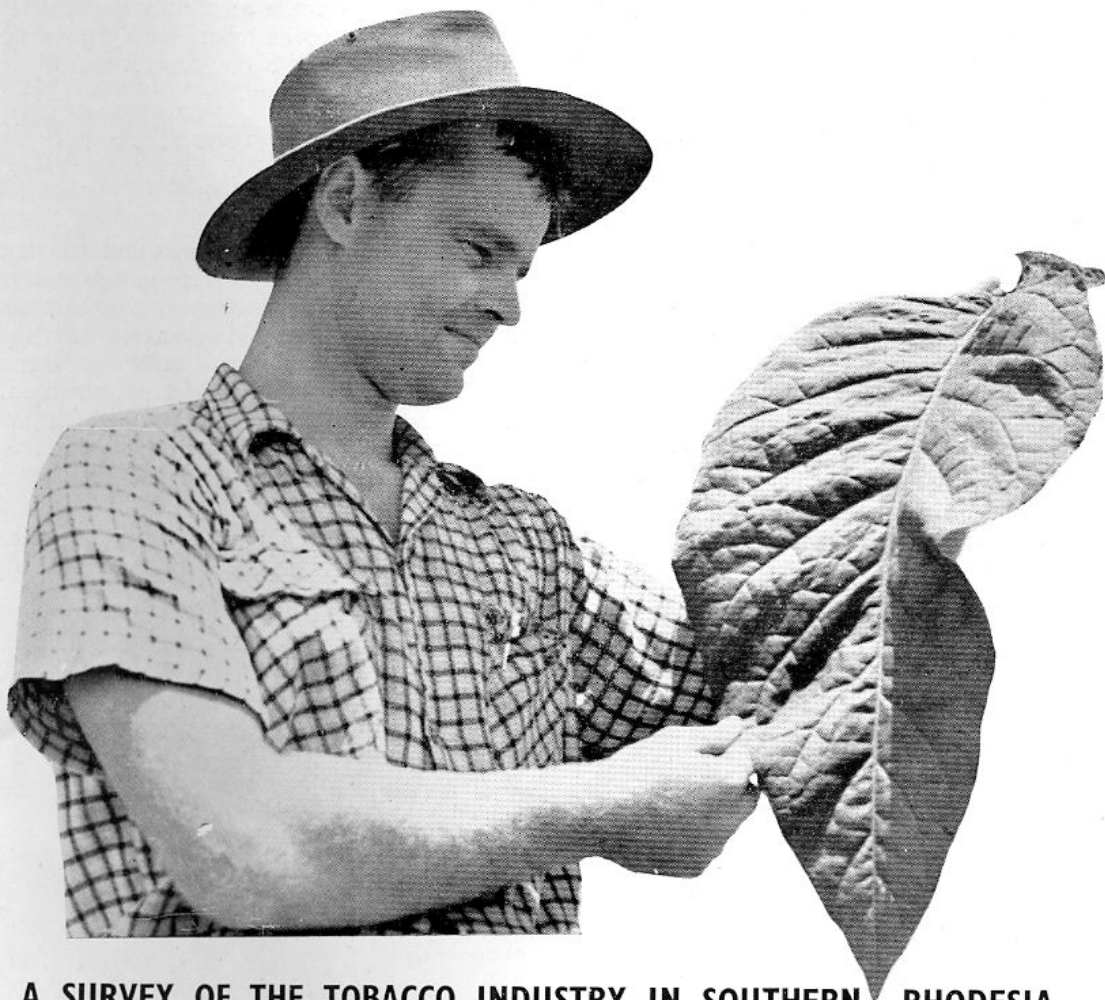
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T O B A C C O



A SURVEY OF THE TOBACCO INDUSTRY IN SOUTHERN RHODESIA

By D. D. BROWN

Chief Tobacco Officer, Department of Agriculture, Southern Rhodesia

HISTORICAL



PRECISE INFORMATION concerning the introduction of the tobacco plant to Southern Africa is not available. In the absence of authentic records, it is surmised that tobacco was first introduced through the agency of the early Portuguese explorers and Arab slave traders visiting the southern and eastern shores of Africa. Cultivation of the plant subsequently extended far into the interior of the continent until finally it was distributed generally throughout all areas climatically suited to its growth.

Natives of Southern Rhodesia, before the arrival of the white settlers, cultivated their own tobacco, which then, as it is today, was allowed to grow as a weed around their "kraal" in small and irregular patches, sufficient in extent to supply the requirements of the inmates. The best known areas were situated in the Wankie district, whence came supplies of tobacco for the use of Lobengula, the last of the Matabele kings, and in the Sebungwe district where the famous "Nyoka" tobacco was grown and manufactured for sale in the form of cones, balls and carotes. Tobacco was also cultivated in the eastern districts.

The first record of tobacco being planted by a white settler was the crop planted by a pioneer on the farm "The Park", Umtali, in the year 1894. The quantity harvested weighed 57½ lbs., and after being matured the cut tobacco realised 4s. 6d. per lb.

In 1898-99 a small area was planted to tobacco in the Nyamandhlovu district, and in 1900 the crop was tried at Filabusi, Umzingwane district. In the season 1903-1904 tobacco was grown on as many as a hundred farms in the Colony. These experimental plantings in the various districts were so successful that in 1904 an agriculturalist, resident in Southern Rhodesia, was sent over to the United States of America to study tobacco culture, and on his return was appointed to the staff of the Department of Agriculture as Tobacco Expert. The first "Tobacco Handbook" was published in 1905 for the guidance of tobacco growers in the Colony.

* * *

TURKISH TYPE TOBACCO HAD BEEN grown experimentally at Plumtree, Figtree, Umgusa and other centres in the Colony with promising results, and in the year 1907 the Tobacco Expert was sent to Turkey and Greece

to study tobacco culture in those countries and to select technical advisers for the industry. During the course of his visit 14 Greeks were selected for service in Southern Rhodesia and they arrived in Salisbury on December 14, 1907. Their services proved beneficial in establishing the culture of Turkish type tobacco which, by 1912, was expected to show some expansion. A number of these men subsequently settled in the country to take up tobacco growing on their own account and a few remain actively engaged in the industry today.

It is recorded that Turkish tobacco was auctioned in Bulawayo in 1911. The sale was conducted by the British South Africa Company at the police camp.

For a number of reasons the Turkish tobacco industry made but slow progress and failed to come up to expectations. By 1918 the acreage had increased to 813 acres, which yielded 205,000 lbs., ten years later the acreage was about the same but the yield had doubled. After a further decade the acreage had doubled and the yield trebled. It was not until the year 1941 that, for the first time, the acreage exceeded 2,000 acres and production one million lbs.

After experiencing the same difficulties and disappointments as the Virginia tobacco growers

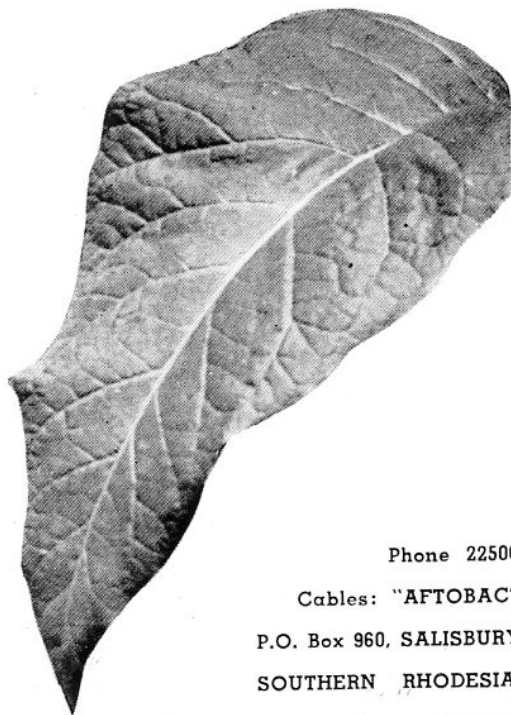
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SOUTHERN RHODESIA.

in establishing markets for their product, the growers of Turkish type tobacco eventually had only one market remaining, namely, the Union of South Africa. Consequently the annual production of Turkish tobacco was governed by the requirements of the Union market and the output remained fairly constant for a number of years. The tobacco was sold under contract at prices which gave a fair average return to the growers. This continued until 1930 when the Union Government introduced an import quota allowing only 400,000 lbs. of Southern Rhodesia Turkish type tobacco to be imported duty free into the Union. In the next year the quota of duty free tobacco was reduced by half and in 1938 was cancelled entirely. The sale of Southern Rhodesia Turkish type tobacco in the Union thus ceased and the sudden disappearance of their principal market proved disconcerting to the growers, whose immediate reaction was to concentrate on the development of new markets overseas. Soon a number of markets were found and the Turkish tobacco industry became established on a wider and sounder basis than would have been possible had the industry continued with only one outlet.

In 1905 small commercial plantings of Virginia type tobacco were made in a number of districts, and a warehouse, under the management of a qualified warehouseman brought over from the United States of America in that year, was opened by the Commercial Branch of the British South Africa Company in order to assist in the manipulation and sale of tobacco produced by the farmers. At first the tobacco was sold by private treaty, but in 1910 the first auction sale of Rhodesian tobacco was held in Salisbury on January 19th when 100,000 lbs. of the 1909 crop were sold for £5,833 at an average of 1s. 2d. per lb. In the next year 192,065 lbs. of leaf were auctioned at an average of 1s. 4½d. per lb. and 80,000 lbs. were purchased by the Tobacco Company of Rhodesia and South Africa Ltd., for manufacture within the territory. The 1911 crop was auctioned in Salisbury on January 31st and February 1st and 2nd, 1912 when buyers representing eight firms were present. The crop offered for sale constituted a record and amounted to 453,495 lbs. All, with the exception of 46,093 lbs. of Turkish leaf, was of the Virginia type. The average price paid for Virginia leaf was 1s. 2½d. per lb. and for Turkish 2s. 1½d. A small parcel (900 lbs.) of tobacco grown on the farm "Mungo", Marandellas district, fetched 3s. 7d. per lb., this being the highest price recorded for Virginia type tobacco at the sale. Of the Turkish tobacco a bale of about 50 lbs. weight was sold at a record price of 4s. 4d. per lb.

The continued satisfactory prices gave greater confidence and caused production to increase rapidly.

The crop of 1912-13 totalled 3,061,750 lbs. The packed leaf was offered for sale in May, 1914, but on account of disagreement between



Seed beds on a Rhodesian tobacco farm.

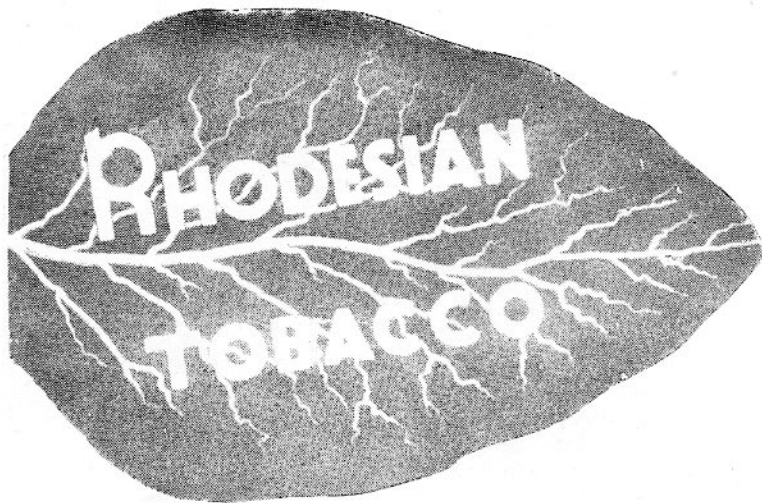
the Tobacco Company of Rhodesia and South Africa Ltd., who were then operating the warehouse, and the visiting buyers, no sales were effected. A portion of the crop, 1,198,000 lbs. was exported to the United Kingdom and failed, for economic reasons, to realise satisfactory prices. The remainder of the crop was held and gradually disposed of during the next two years. The failure of the auction sales resulted in the bankruptcy of many growers and tobacco culture, both Virginia and Turkish, rapidly lost favour with the farming community and production declined. The yield dropped from 3 million lbs. to less than half a million and remained under one million lbs. until 1919 when the crop amounted to 1,467,612 lbs. compared with the crop of 620,171 lbs. harvested during the previous season. Although the reduction in output during the period 1914-1918 was due mainly to the unsatisfactory prices offered for the tobacco, production was also affected by the outbreak of World War I.

* * *

FORMATION OF CO-OPERATIVE SOCIETY

AFTER THE FAILURE OF THE AUCTION system of marketing, the Rhodesia Tobacco Co-operative Society (registered) was formed in 1915 to undertake the warehousing and sale of tobacco, and generally to promote the welfare of the industry. It is to this society that the subsequent progress of tobacco cultivation is largely due.

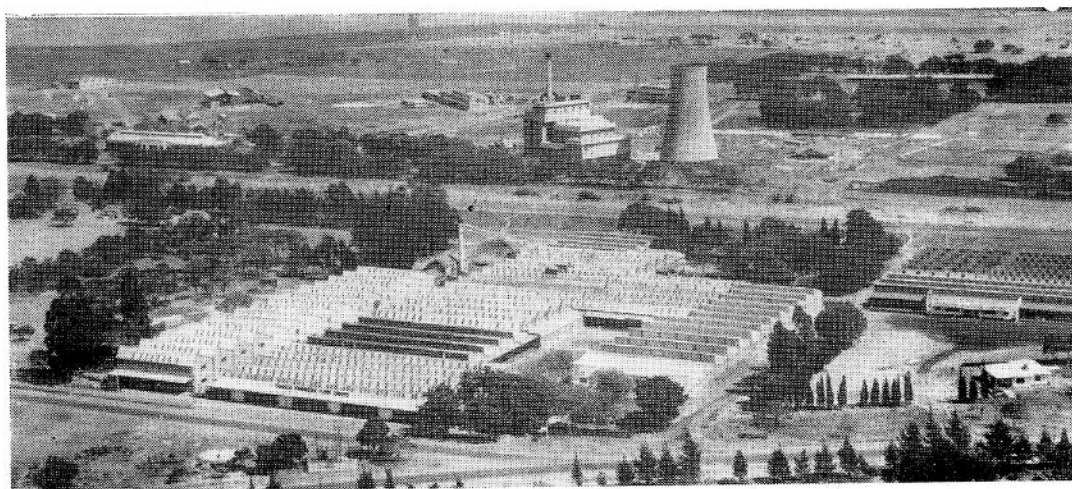
For some time after the formation of the above society, growers were suspicious of tobacco culture and consequently production increased but slowly until the season 1918-1919. Since 1918 the Rhodesia Tobacco Co-operative Society (registered) sold Virginia type tobacco under



THE FOUNDATIONS OF AN INDUSTRY R.T.W. T.P.F.

The Company's property covers an area of 28 acres, over 10 of which are under roof. The origin of this large concern, which now buys, packs, and ships flue-cured, fire-cured and Turkish type tobacco to all parts of the world, sprang from the first Tobacco Planters' Co-Operative Society, which was the growers' initial effort to organise marketing in 1911, but over-production which followed later brought about its downfall. It was subsequently resuscitated at a later date, and in 1923 its place was taken by the Rhodesia Tobacco Warehouse and Export Co. Ltd., which in turn was liquidated in 1946 with the formation of Rhodesia Tobacco Warehouse & Export Co. (1946) Ltd.

Daring was the experiment, when in 1936, the industry committed itself to auction sales, and it was soon found necessary to form a separate company to handle this side of the business and the Tobacco Producers Floor Ltd. was formed in 1938. From the start it was a success, for the foundations on which the whole scheme was based were remarkably sound — so much so that no major alterations have been made to the system during the last 14 years. On the sales floor of Tobacco Producers Floor Ltd. bales are sold at the rate of eight a minute and the grower receives payment within half an hour of the completion of his sale.



**THE RHODESIA TOBACCO
WAREHOUSE & EXPORT CO. (1946) LTD.**

SALISBURY, S. RHODESIA

**TOBACCO PRODUCERS
FLOOR LTD.**

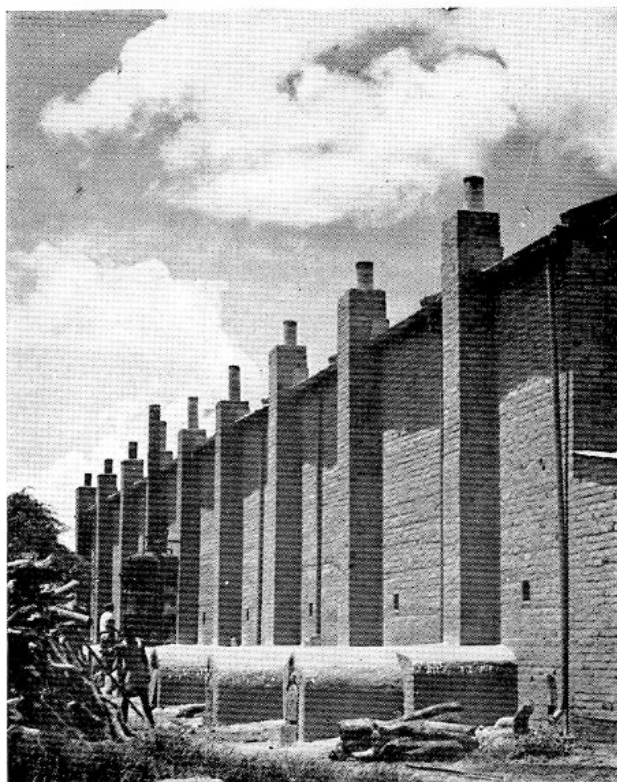
contract with the Tobacco Development Co., Ltd., and the African Tobacco Manufacturers, Cape Town. The contracts were made to cover a period of three years with optional extension of the period, the prices were fixed for a like period and ranged from 3s. 7d. per lb. for the top grade to 3d. per lb. for the lowest grade leaf. A system of standard grades was designed for the classification of tobacco to be sold under these contracts and these grade marks were adopted as Rhodesian Standard Grades, which continue to be used in the grading of tobacco in farm and commercial grading sheds at the present time.

In 1923 the Rhodesian Tobacco Co-operative Society was placed in voluntary liquidation and its assets and liabilities were assumed by the Rhodesia Tobacco Warehouse and Export Company, Limited. This company was composed of members of the old Society and a number of these tobacco growers are still active members of the Rhodesia Tobacco Warehouse and Export Company, Limited, which was formed purely as a marketing organisation conducted on co-operative lines. An extensive, modern warehouse equipped with a Proctor re-drying machine was built in Salisbury for the proper handling of members' tobacco crops. At intervals as it became necessary the warehouse has been enlarged to cope with crop expansion and another Proctor re-drying machine was installed in the year 1928. The present floor space amounts to approximately a quarter of a million square feet including the auction floor which is operated by the Tobacco Producers Floor, Limited—a subsidiary to the Rhodesia Tobacco Warehouse and Export Company, Limited. Agents were also appointed in London and an export trade was established with the United Kingdom where renewed interest in our product had been caused by Southern Rhodesia tobacco exhibited at the Empire Exhibition at Wembley in 1924.

The publicity gained at this exhibition also attracted many new settlers to the Colony and resulted in increased tobacco production, which rose from 2.4 million lbs. in 1925 to 5.6 million lbs. in 1926, followed by 19.2 million lbs. and 24.9 million lbs. in 1927 and 1928 respectively. The increase in rebate allowed under the Imperial Preferential Tariff, from one-sixth to one-quarter of the full Import Duty or a preference of 2s. 0d. per lb. of tobacco, was another factor responsible for the rapid increase in production.

Another reason for the expansion of the industry was the establishment of the Imperial Tobacco Company of Great Britain and Ireland in the Colony during the year 1927. The company erected a modern warehouse fully equipped to handle all tobacco purchased by them for shipment direct to the United Kingdom.

As the industry expanded and the proportion of growers operating independently of the co-operative organisation increased, the formation



Tobacco barn and furnaces.

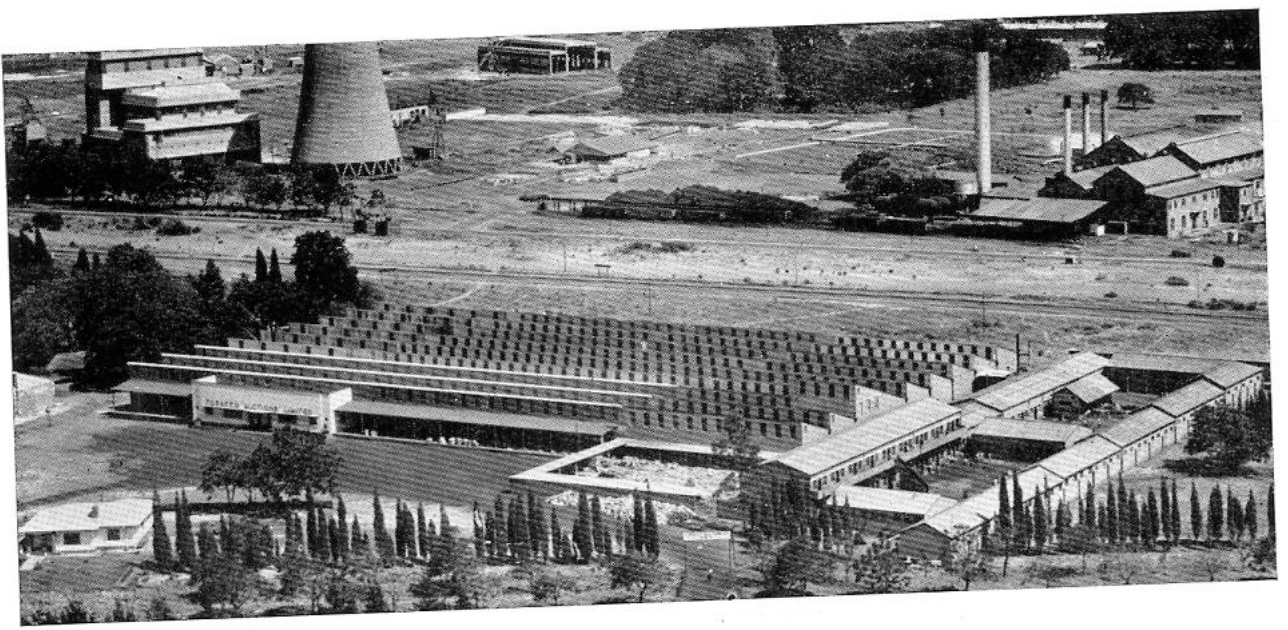
of a representative body became essential and the Rhodesia Tobacco Association was formed in 1928. Membership was at first voluntary, but since October, 1933, it has been compulsory and the Rhodesia Tobacco Association is now fully representative of all sections of Virginia tobacco growers in the Colony, and it is financed from the Tobacco Levy Fund. The executive of the association is composed of members elected by tobacco growers in each area into which the country has been sub-divided for electoral purposes. The Rhodesia Tobacco Association has been instrumental in securing legislative and other measures found necessary for the welfare and progress of the industry. The association is directly represented on the Southern Rhodesia Tobacco Marketing Board and on the Tobacco Research Board.

A similar organisation—the Southern Rhodesia Turkish Tobacco Society—representing the interests of growers of Turkish type tobacco was formed in 1943. Legislation for the control of production and the sale of Turkish tobacco was drafted along lines similar to those of the Marketing Act introduced by the Virginia tobacco industry.

* * *

MARKETING

UNTIL 1925 THE DEVELOPMENT OF the industry was one of simple expansion, for up to that year production had been governed



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almost entirely by the demands of the market in the Union of South Africa. Endeavours made to develop the United Kingdom market proved abortive. A revival in exports from this Colony to the United Kingdom was caused by the favourable publicity gained by Southern Rhodesia tobacco exhibited at the Wembley Exhibition held in 1924. A trial shipment, on a commercial scale, was exported to Great Britain in 1925 and, owing to the establishment of this market for Southern Rhodesia tobacco, crop production increased accordingly. Since then other outlets have been developed, but fully two-thirds of the crop is exported to the United Kingdom which continues to be not only the principal market for Southern Rhodesia tobacco but has also the greatest potentialities for further expansion as a market for our product.

The system of selling tobacco has changed periodically and the methods adopted have included sale by private treaty, under contract, sealed tender and by public auction. As stated previously, auction sales were introduced in 1910 after sale by private treaty had proved disappointing then, owing to disagreement between sellers and buyers the auctions were discontinued in 1914 and co-operative marketing under contract took the place of auction sales. The Rhodesia Tobacco Co-operative Society (registered) and later the Rhodesia Tobacco Warehouse and Export Company Limited, continued to sell tobacco under contract to the two leading manufacturing firms in the Union of South Africa. After a trial shipment in 1925, the Rhodesia Tobacco Warehouse and Export Company Limited, in the following year exported fairly large shipments of tobacco to the United Kingdom. In 1927 the company allowed the contracts with the Union manufacturers to lapse, with one exception, and at the same time introduced sales locally by sealed tender and later, by private treaty. Marketing by sealed tender was a failure.

In 1928 public auction sales were re-introduced but proved abortive owing to the small number of buyers and lack of competition and this method was discontinued after the second sale. The system of selling by private treaty became more firmly established than ever in 1927, when a warehouse was erected by the Imperial Tobacco Company (of Great Britain and Ireland), Limited, and the number of tobacco buyers' operating in the Colony also increased.

The sale of tobacco to the Union of South Africa was considerably changed in 1930, when the Union imposed an import duty on Southern Rhodesia tobacco in excess of a quota 2 million lbs. Virginia and 400,000 lbs. Turkish type tobacco allowed in duty-free. Since 1931 the quantity of Southern Rhodesia tobacco allowed duty-free into the Union in any quota-year has been determined in advance by the Union Tobacco Control Board, which also fixes the minimum price at which such tobacco must be

purchased in Southern Rhodesia. The quota has not remained constant, but the figures have altered each year according to the tobacco crop prospects in the Union. The general trend was towards reducing the imports of our tobacco into the Union and, as already stated, the Turkish tobacco quota was cancelled soon after its introduction. After the outbreak of World War II, however, the quota for Virginia type tobacco was increased owing to the increased demand and to reduced crop production caused by unfavourable seasonal conditions. The duty-free quota for the year 1944-45 was 10 million lbs. dry weight. The previous record export to the Union was 8 million lbs. shipped in 1929 in anticipation of the restriction to be imposed on the importation of Southern Rhodesia tobacco. Since 1945 the annual quotas for duty free tobacco have been respectively:—1½ million lbs., 3 million lbs., 5 million lbs., and nil during the past two years.

The Southern Rhodesia Tobacco Control Board, afterwards re-named the Southern Rhodesia Tobacco Board, was formed to administer the Union quota and apportion the quantities of leaf sold to the Union manufacturers at prices arranged under contract. The Board also controlled the sale of locally produced tobacco to manufacturers in the Colony.

* * *

PHENOMENAL INCREASE

FURTHER RE-ORGANISATION OF THE industry became necessary because of a phenomenal increase in the production of Virginia type tobacco, when the output rose from 2·4 million lbs. in 1925 to 5·6 million lbs. in 1926; 19·2 million lbs. in 1927, and 24·9 million lbs. in 1928. The market was glutted with accumulated stocks of Southern Rhodesia tobacco and in order to relieve the position legislation was introduced at the request of the tobacco growers. First there was the "Tobacco Reserve Pool Act, 1934", which provided for the compulsory pooling of all Virginia type tobacco which was surplus to existing market requirements. This proved but a temporary expedient, and in 1934 an advisory committee, which came to be known as the "Tobacco Quota Committee", was appointed by Government for the purpose of regulating production and stabilising the industry. The committee was appointed at the request of the tobacco growers and functioned for two years, determining the basic production quota for each grower and dealing with applications from new growers wishing to enter the industry. The recommendations made by the committee resulted in some improvement but a greater measure of success would have been attained if the basic quota had been calculated on an average production over three years instead of the one year, 1934, fixed by the tobacco growers representatives.

Following on this came the Tobacco Marketing Act, chapter 166, promulgated in 1936 and which has been amended to meet new conditions as they occurred in the industry. In its main provisions the Act ensures control over production by providing for the registration of tobacco growers and empowering the Minister of Agriculture, in consultation with the representatives of the industry, to fix minimum prices for proclaimed markets, to regulate and control crop production, and to control the sale and export of prescribed types or varieties of tobacco in the Colony. The sale of tobacco is controlled by the Southern Rhodesia Tobacco Marketing Board appointed under this Act for the purpose of determining market requirements, licensing of commercial graders, buyers, and auction floors, disposal of surplus tobacco, development of new markets and generally supervising the sale of tobacco as defined in the Act. No Virginia flue-cured or dark fire-cured tobacco may be sold in the Colony other than over the auction floors, except with the written permission of the Southern Rhodesia Tobacco Marketing Board. Growers, however, are free to consign their own tobacco direct to markets other than the Union of South Africa and the local market.

* * *

TOBACCO AUCTION FLOORS

THERE ARE TWO TOBACCO AUCTION floors, the first owned by the Rhodesia Tobacco Warehouse and Export Company, Limited, and operated by the Tobacco Producers Floor, Limited; and the second owned and operated by the Tobacco Auctions, Limited. Owing to the expansion in crop production the establishment of a third auction floor is at present under active consideration and building operations will probably be completed within the next three years. The floors employ their own trained staff but all auction sales must be conducted in accordance with the rules laid down by the Southern Rhodesia Tobacco Marketing Board in consultation with the owners of the auction floors, buyers and producers. The Board's Sales Supervisors are present at every sale throughout the selling season which opens in April and closes towards the end of September or early October.

The Board also employs a number of classifiers for the classification of the tobacco immediately after sale in order to analyse the crop according to grade and quality.

In addition to those already mentioned there are a number of commercial grading warehouses and packing plants in Salisbury. There are also co-operative and commercial grading warehouses situated at convenient centres in the principal tobacco producing districts.

The number of tobacco factories in the Colony has increased in recent years. The products of these factories are manufactured principally for local European and native consumption but a rapidly increasing export trade in tobacco and cigarettes is developing with neighbouring territories. Limited quantities are also exported to overseas markets.

* * *

PRODUCTION

A RAINFALL OF 25 TO 30 INCHES IS sufficient for the production of Virginia type tobacco, provided the rain is well distributed throughout the growing season. Generally the required rainfall is attained in the majority of the districts where the soil is also suitable. Consequently there are very large areas in the Colony eminently suitable for tobacco culture.

Turkish type tobacco requires less rain than Virginia tobacco and is best suited to the drier areas of Southern Rhodesia.

Tobacco can be grown on almost any soil, provided it is well drained, fertile, and the climatic conditions are favourable; but the various types of tobacco must be planted on soils best suited to the class of leaf desired, in order to secure optimum results. In this Colony tobacco cultivation is generally confined to three types of soil, viz., sandy loams of granitic or sandstone origin; "contact" soils, which are found where granite and epidiorite, or dolerite, granite and banded ironstone, granite and schist, or sandstone and basalt are in contact; or on clay loams which are derived from epidiorite, banded ironstone or schist. The greater portion of the acreage under tobacco is planted on the sandy loam soils of granitic or sandstone origin. These soils comprise approximately 50 per cent of the total area of the Colony, and vary in colour from white, grey, pink to light red, and are sometimes black where highly impregnated with organic matter. The "contact" soils also are sandy loams, but are finer in texture, more fertile and produce heavier yields of tobacco. The soils derived entirely from epidiorite, ironstone or schist are usually red in colour, and may be generally classed as clay loams suitable for Virginia dark fire-cured and heavy air-cured and sun-cured leaf whereas the sandy loams are best suited for the production of bright flue-cured light air-cured and sun-cured Virginia and sun-cured Turkish tobacco.

The principal tobacco-producing districts are:—Lomagundi, Mazoe, Salisbury, Marandellas, Mrewa, Makoni, Charter, Hartley and Umtali, and the acreage planted with Virginia Tobacco, flue-cured, were during 1947/48 as follows:—Lomagundi 24,989; Mazoe 16,823; Salisbury 16,429; Marandellas 11,701; Mrewa 4,869; Makoni 15,491; Charter 2,057; Hartley 8,303; Umtali 8,307. During the same season, the acreage planted with Turkish Tobacco was:—

Lomagundi 2,909; Mazoe 407; Salisbury 294; Marandellas 89; Mrewa 140; Makoni 195; Charter 39; Hartley 197; Umtali 40.

For the control of tobacco disease and pests the Tobacco Pest Suppression Act, Chapter 169, was introduced in 1933 and remains in operation in suitably amended form. In the main this Act makes provision for the removal of tobacco plants from the field after harvesting and also for the disinfection of warehouses and buildings twice yearly.

Under the Tobacco Marketing Act, growers of Virginia type tobacco are required to apply for registration each year. The number of growers registered during 1936—the year when this Act was first promulgated—was 486 while the number registered for the present season is 2148 growers. The number of Turkish tobacco growers registered in terms of the Turkish Tobacco Act during the current season is 583.

Technical advice and assistance required by the industry since its inception has been furnished by Government through a staff of specialists employed in the Department of Agriculture. Technical articles dealing with all phases of tobacco culture are published in the *Rhodesia Agricultural Journal* for the advice and instruction of tobacco growers.

In the initial stages of the industry tobacco growing experiments were conducted on a co-operative basis between the Department of Agriculture and certain farmers in the tobacco producing areas. The Department also conducted some experiments for a year or two at Lochard near Bulawayo and at Stapleford a few miles from Salisbury. The first fully equipped and properly organised tobacco experiment station in Southern Rhodesia was established at Hillside, on Salisbury Town Commonage, in September, 1924. The programme of experiments was designed to furnish local data and elucidate problems relative to tobacco production in the Colony. Provision was also made for the practical training of students in tobacco culture and general farming during a two year course, after which the student might take up farming on his own account or become an assistant or farm manager.

The experimental work conducted on the Tobacco Experiment Station formed the foundation on which tobacco research has been established first on the Tobacco Research Station, Marandellas, during 1930, and later on the Tobacco Research Station, Trelawney, in 1934, followed by the Tobacco Experiment Stations at Karoi and Chipinga established in 1946 and 1949 respectively.

In 1935 a Tobacco Research Advisory Committee was formed of members of the Department of Agriculture and representatives of the Rhodesia Tobacco Association and Tobacco Trade Section, Salisbury Chamber of Commerce. A more active participation in the work was evidenced by substantial financial contributions received from the Rhodesia Tobacco Association and the leading tobacco buyers and manu-



Tobacco arriving at Salisbury from the Umvukwes by the Railway Road Motor Services.

facturers. Subsequently a Tobacco Research Trust Fund was established and the Government contributed a grant in aid on the £ for £ principle, up to a maximum of £5,000 per annum. On direct representations made to Government by the Rhodesia Tobacco Association and the Tobacco Trade Section the Tobacco Research Board appointed under the Tobacco Research Act, 1938, Chapter 168, took over full direction and control of tobacco research in the Colony. This arrangement continued until 1948 when control of all tobacco research was allowed to revert to the Department of Agriculture which had recently been completely re-organised.

Government assistance to the Turkish tobacco industry includes the provision of an experiment station in Matabeleland. This Turkish Tobacco and Plant Breeding Station was opened at Umgusa, near Bulawayo, in September, 1943 and it is expected that the station will become the focal point of the tobacco industry in Matabeleland and serve to re-establish tobacco production in that province. Previously tobacco experiments had been conducted on the Matopos farm in 1926 and again in 1931.

It is proposed to establish a Central Tobacco Research Station at Salisbury and several sub-stations in selected areas in the tobacco producing districts of the Colony as part of a plan for expanding tobacco research. The Rhodesia Tobacco Association has offered to finance research work confined to Virginia flue-cured and dark fire-cured tobacco during a five-year period to the extent of some £60,000 per annum on the basis of £2 for every £ contributed by Government.

* * *

ECONOMIC IMPORTANCE

THE TOBACCO CROP IS OF PRIMARY importance from both the agricultural and economic viewpoints. To-day it is the only crop which is capable of defraying the expenses in-

curred in stumping and clearing virgin land, and is thus a dominating factor in the agricultural development of the Colony and in the post-war settlement of ex-servicemen and settlers on the land.

The extent of the average tobacco farm is roughly 2,500 acres of which one-fourth comprises arable land. Taking an average throughout the Colony, the acreage planted to flue-cured tobacco per farm is estimated to be 70 acres approximately. The acreage under dark fire-cured tobacco averages 35 acres per farm and on farms where Turkish type leaf is grown the average is 15 acres.

Southern Rhodesia tobacco has been exported to practically every country in the world and to-day it is marketed in more than 30 countries. Great Britain is the principal market for our tobacco and its importance has been still further increased by the "London Agreement".

This agreement made between the Tobacco Advisory Committee (representing the United Kingdom tobacco manufacturers) and the Southern Rhodesia Tobacco Marketing Board (representing the Rhodesian tobacco producers) covers a period of five years commencing from the opening of the 1948 tobacco auction sales and subject to revision each year. Under the agreement it was arranged that the British manufacturers shall purchase each year during a five-year period two-thirds of the Southern Rhodesia flue-cured tobacco crop up to a 70 million lb. crop.

This contract coupled with the world shortage of tobacco made it necessary to introduce export control to ensure delivery of the allotted quotas to our priority markets. The Tobacco Marketing Act, Chapter 166, was suitably amended to enable the granting of permits for specified markets. Import licences regulating United Kingdom manufacturers' purchases are issued by the Board of Trade in Great Britain. Export permit allocations are dealt with by a committee appointed by the Southern Rhodesia Tobacco Marketing Board.



The Llangibby Castle at Pungwe Wharf, Beira, being loaded with Rhodesian tobacco.

The United Kingdom, South Africa, and the Local Market were termed "priority" markets. A "preferential" allocation was made to an organisation which purchases considerable quantities of Southern Rhodesia tobacco for export each year. Markets other than the above were termed "non-priority" markets. After the 1948 season Australia was added to the list of priority markets.

In terms of the "London Agreement" the Southern Rhodesia Tobacco Marketing Board was notified in July, 1948 by the Tobacco Advisory Committee that the Agreement would be extended for a further year, and that should the 1948/49 crop increase sufficiently, the United Kingdom manufacturers were prepared to purchase a further 15 to 20 million lbs. over and above the 46 millions originally agreed upon, provided prices and quality were satisfactory. It was subsequently agreed that the United Kingdom allocation be increased to a minimum of 56 million lbs. for 1949 and the four years following.

Later the Southern Rhodesia Tobacco Marketing Board in consultation with the Government, Rhodesia Tobacco Association, and representatives of the Tobacco Advisory Committee, assured the British manufacturers that their annual allocation could be increased to 75 million lbs. by 1953. In order to fulfil this undertaking it is necessary that the flue-cured tobacco crop be increased to approximately 120 million lbs in that year.

In conclusion, the progress of the tobacco industry and its importance in the economic structure of the Colony is further illustrated by the following table showing the relative value of tobacco exports to the total value of agricultural crops exported from the country:—

EXPORTS: AGRICULTURAL PRODUCTS

Year	Total Crops Value £1,000	Tobacco	
		Value £1,000	Value per cent
1923	1,030	154	14·95
1928	1,830	779	42·57
1933	1,250	479	38·32
1938	2,280	1,132	49·65
1943	4,550	2,492	54·77
1948	15,220	10,316	67·78

The economic importance of the tobacco industry will be considerably increased through further development, the rate of progress being dependent upon the success attending the efforts of the growers in producing an article which conforms to the standard required by the manufacturers and governed also by the expansion of present markets and the development of others.



RHODESIAN SPORT since 1889



THE DEVELOPMENT OF SPORT IN THE COLONY DURING ITS YOUNG LIFE of just over 50 years is something of which sportsmen can be proud. That is a short enough period in any event, but when it is remembered that many of these earlier years, even after the rebellions, were taken up with consolidation of the Colony's economic and civil life, and the vast distances which had to be covered with little transport, the development is all the more remarkable. It is doubtful whether any other community as small, or as remote, has achieved so much in so short a time.

An indication of what the pioneers of sport did to foster all the various codes is given here in a brief summary with an idea of what exists to-day.

HORSE RACING

HORSE RACING HAS DEVELOPED from the early days—when as in any young and romantic country, races were run for the strangest stakes and incredulous wagers—into one of the most highly organised sports in the Colony.

The first race meeting on record in the Colony was held as early as 1889. A detachment of the Royal Horse Guards (The Blues) arrived at Gubulawayo (as it was then known) carrying a letter from Queen Victoria to Lobengula, Chief of the Matabele, announcing the incorporation of the B.S.A. Company by Royal Charter, advising him to give his confidence and support to the Company. A race meeting was held in honour of the Queen's envoys and a fairly good course was laid out—with hurdles. All the Europeans

BY



Lt. Col. J. de L. THOMPSON, E.D.

entered those of their horses which had any pretensions to speed, and with the addition of some of the King's and the Indunas' horses, there was a creditable muster for the Zambesi Handicap, the Gubulawayo Plate and the two minor events that constituted the meeting. The racing was good and the King's horses won some of the stakes. Thousands of natives assembled to witness the white man's sport, but beyond a few violent disputes tolerable order was kept. Thus the first race meeting in Rhodesia was held under Royal patronage!

Main centres are at Bulawayo and Salisbury. In recent years stakes have been increased, and for big races, doubled. But, old-timers do not forget that two-day meeting in Bulawayo in 1895, at which over £2,400 passed through the totalisator; while at a meeting in Salisbury in 1897



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the stakes amounted to £3,075. New blood has been brought into the Colony from the Union and Overseas, and Colony-owned horses have achieved some success beyond the borders of Rhodesia. Most of the smaller centres also hold regular meetings.

Discussions have been held recently about the appointment of a Stipendiary Steward, an appointment recommended by a commission held by the Jockey Club of South Africa.

Plans have been discussed for more and bigger improvements to the course in Bulawayo. A modern grandstand to seat 25,000 is visualised, also the building of an up-to-date totalizator—additional stabling for 150 horses, and so on. Estimated cost of the improvements is about £150,000.

* * * *

POLO

POLO IS PLAYED IN SOME CENTRES, NOTABLY Salisbury and there are numerous hunt clubs and riding schools whose activities include riding through the Rhodesian bush and visits to the many beauty spots which surround the towns.

* * * *

CRICKET

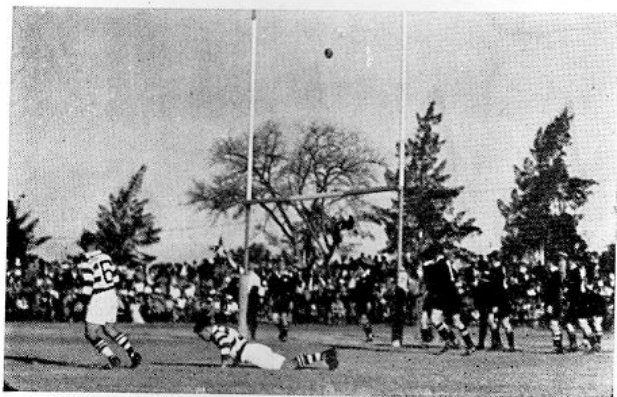
THIS SPORT HAS BEEN PLAYED IN THE COLONY from the beginning of its occupation. The first big representative game was in 1899 when Lord Hawke's team played two matches in Bulawayo, one against a local XI and the other against a Rhodesia XI. The visitors won both easily. The Salisbury contingent for the Rhodesia match had a most eventful 10 days' journey. The coach had to be pulled out of a morass at Charter by a span of 30 oxen, and they were then held up by the Hunyani River in flood. H. M. Taberer made contact with the other bank by throwing over a cricket ball with a line attached. A skip was constructed and the team conveyed across the river and taken to Bulawayo, by another coach, arriving just before the hour of play.

Three major leagues are catered for in Matabeleland and Mashonaland. The latter also runs a Country Districts League. Like tennis, cricket is played throughout the year—on a friendly basis in the winter months—when private clubs visit district teams.

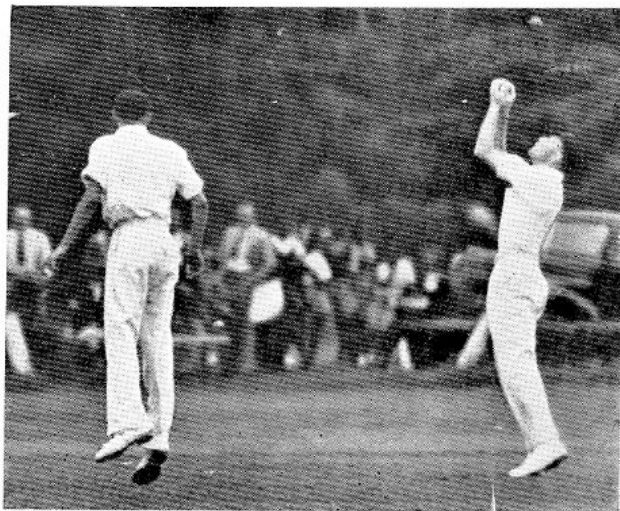
The game is taken seriously in the Colony, and an indication of this fact is that the Rhodesian Cricket Union has agreed to have six English coaches this season. Their campaign will be split between the schools and the clubs.

Rhodesia is concentrating on its younger players. No great successes have been achieved on inter-provincial tours, though many important matches have been lost by the narrowest margins.

The transition from matting to the new type of turf wicket has been accomplished, and the younger players have adapted themselves to the new conditions. Com-



At Bulawayo, when Rhodesia beat the All Blacks in July, 1949. Rhodesia converts her second try.



An incident in the match between M.C.C. and Rhodesia on the Salisbury Sports Club Ground in February, 1949. Percy Mansell of Bulawayo is seen juggling with a difficult catch from the M.C.C. captain, F. G. Mann. He failed to hold this catch but had made up for it previously by taking a magnificent one-handed catch at slips to dismiss Bedser. The other player in the photograph is Hugh Tayfield of Salisbury.

menting on the standard of play by the Colony's school-boys—the only unbeaten side in a recent Nuffield Inter-Provincial Shield tournament in the Union, Dave Nourse emphasised that "some brilliant players were revealed". Last year a new Nuffield record of 125, not out, was made by a Plumtree schoolboy.

Rhodesia drew both matches in 1930 and in 1939 against the M.C.C. and also one against Australia in 1936, but last year were soundly beaten by Australia. Rhodesia is gaining prominence as a cricketing country, and there is still hope here that a Test will be played in one of the main centres.

* * * *

SPEEDWAY RACING

ONE OF THE MOST POPULAR OF THE NEWLY organised sports is motor-cycle racing. The sport in all centres draws the most thousands. Inter-town meetings are held regularly and records are being broken at most of them as the newer and more powerful machines are reaching the Colony's markets. Some of the riders are recognised as the best in Southern Africa to-day, notably Charlie Harrison and Colin Graves. In the P.E. "200", the Union's biggest race, the main places were gained by Rhodesian riders, and another of the team put up the fastest time for the exacting 94-mile circuit—just under 92 m.p.h.

* * * *

RUGBY

RHODESIA FALLS LITTLE BEHIND THE UNION in her enthusiasm for the Rugby code.

The first game of football in Rhodesia was a rugby match which took place in the bed of the Shashi River. By some error the Pioneers got it into their heads that it was the Tuli River, and so called their camp Fort Tuli. The game was played on July 5, 1890. The date is fixed because it was on the next day that Troop "B" of the Pioneers started cutting the road to Mount Hampden, a day that is commemorated annually on the Rhodes' and Founders' holidays.

The field selected for the game was a patch of heavy sand in the river bed. No one was hurt, for the game was very slow, with the men toiling laboriously after each other through the sand.

The Pioneer Corps contained some fine players. The past has produced a number of stars well known throughout the hemisphere. A peak was reached in 1949 when the New Zealand XV played here. The All Blacks left the Colony without a win; they were beaten in Bulawayo and forced to be satisfied with a draw in Salisbury. As a result of those matches two Rhodesians were included in the Second Test in South Africa, and one of them was selected for the Third and Fourth Tests.

Hartfield, the Matabeleland Board's Ground is one of the finest in Africa, and steps are being taken to increase the number of seats there.

SHOOTING

SHOOTING HAS ALWAYS BEEN ONE OF Rhodesia's favourites though with the movement of big game away from the towns it has fewer followers than in the past. New ranges have been built, and there are still those whose performances can compare well with any shots in the world. The names of Rhodesian shots as individuals, and teams, are written in most of the record files. As recently as 1948 some of the highest scores made at the South African National Bisley were by members of Rhodesian platoons. Rhodesia gained second and third places in the Governor's Cup and the highest score in the King's Medal was by a Bulawayo shot. These 1948 performances, however, are not Rhodesians' best efforts. In 1904 Captain A. C. L. Webb, of the Southern Rhodesia Volunteers team that competed in the Transvaal Bisley, won the grand aggregate. In 1905 his brother then still a cadet of St. George's also made the highest score, and won several trophies. In 1906 Trooper D. Drummond

won the highest individual honours when he annexed the Lieutenant-Governor's Cup. As it is hoped to send a Rhodesian team to the English Bisley, this year, it is timely to look back to the Colony's first visit in 1902, when Rhodesia gained second place in the Kolapore Cup.

ASSOCIATION FOOTBALL

ASSOCIATION FOOTBALL WAS FIRST PLAYED in Rhodesia by members of the Pioneer Column soon after their arrival at Fort Salisbury at the end of 1890. Conspicuous among the early players were Charlie Hall, Cooper Hodgson, Bill Strachan, Bly Hopley, Willie Grimmer, Joe Clinton, Spreckley, who represented Johannesburg in 1889 and P. C. ("Sally") Nunn, who was killed with Allan Wilson in 1893. The first clubs were Police, Kopje, and Causeway, the two latter eventually changing their names to Alexandra and Salisbury respectively.

Salisbury's nearest rival was Umtali, 170 miles distant, and though the only means of transport was by mule coach, there were frequent inter-town matches. In 1899 the Umtali side included Harry Allen of Derby County, Reg Elkin of Middlesex and his brother Syd, Watty Ross, Tom and Jim Gilbert, Jimmy Hendry, W. Bennett, J. H. Davidson and Thos. Eickhoff.

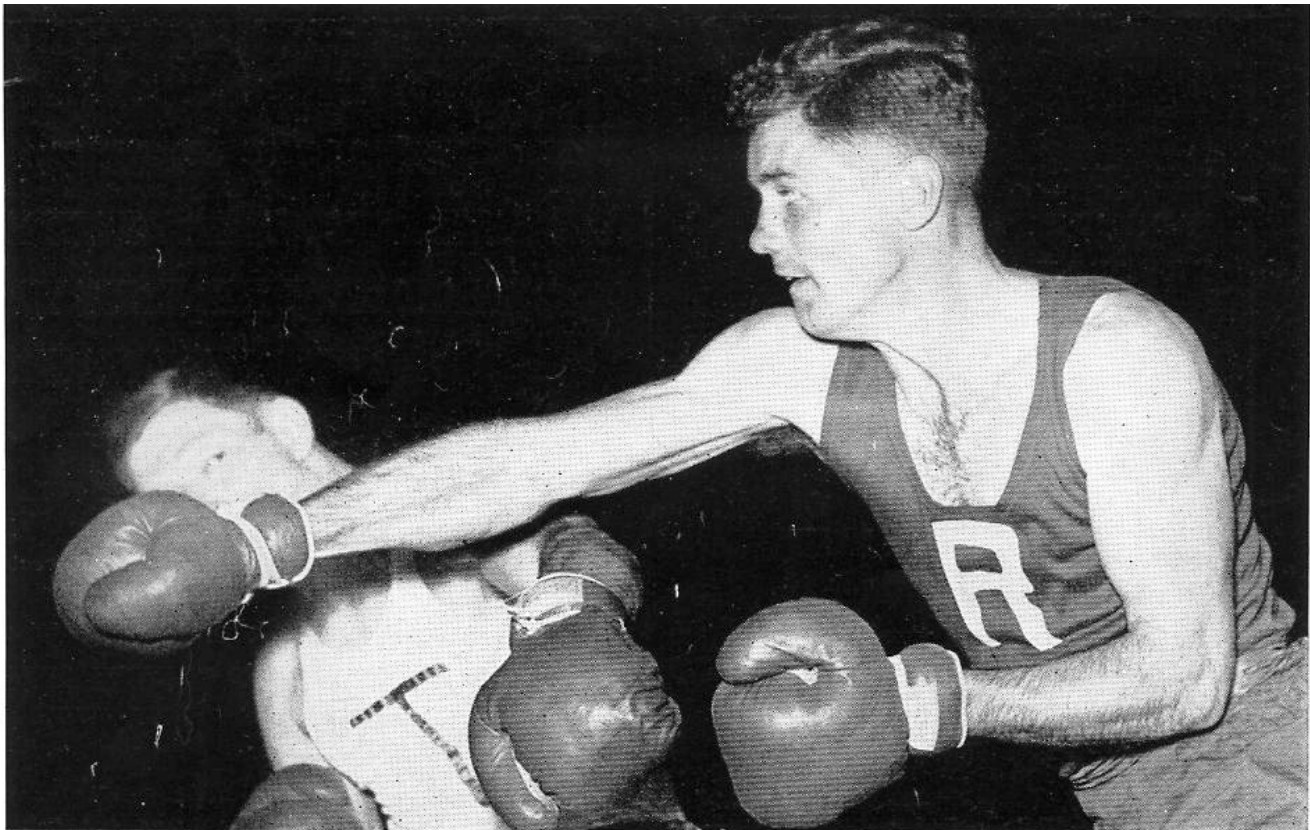
Prominent early players in Bulawayo were Magnus Spence, Howitt, Wilkinson, Stewart, Katinakis, Knight, H. Agar, Davy Bruce, Currie and Cameron, all of the B.S.A.P. Queens had an imposing array in Harrison (capped for England), Halsey, J. Collyer (late Postmaster-General), Charles and Bob Granger, C. H. Blanckenberg,

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J. Small, a promising Rhodesian boxer, in action.

G. M. Tait and D. E. Williams. B.A.C. stalwarts were T. and A. Roy, M. G. Linnell, Reg Payne, A. Ruxton, Hallward, Routledge, E. W. Clarkson (Surrey), Loosley and T. H. Cooke. In the Rhodesia Scottish team were MacArthur, Dunbar, McKenzie and Burnett.

Soccer, though it has not shown the improvement expected since the war despite the influx of immigrants from the United Kingdom, is able to field a strong representative team. Considerable success has been achieved and enthusiasts still talk of the way a Rhodesian side held the Clyde to draw in Bulawayo.

Trophies for inter-club, inter-town and inter-provincial tournaments abound. The code has suffered many reverses, and one of its major difficulties is that the senior schools of the Colony do not include the sport on their programme. It has been able to keep going because of the encouragements given by touring teams from overseas and the Union, and the enthusiasm of the local clubs. All the grounds are under turf, and each centre has both senior and junior leagues. The support given to the code is increasing, and capacity crowds attend most of the big matches. Last year three Bulawayo players, Wood, Paxton and Van Vuuren, were selected by U.K. clubs and latest reports about them are encouraging.

WATER SPORTS

THE WATER SPORTS ARE NATURALLY PLACED high in the scale of popularity, and in all of them, considerable progress has been made by the Colony.

SWIMMING

Much is being absorbed of the newer and more scientific training methods and nowhere is this more evident than in the training of the Colony's swimming talent. There has always been an inner circle of good men and women, and local competition has produced young swimmers like Greenshields who won the men's 100 yards championship of South Africa in 1948, Miss Bennett who gained a place

in the women's 880 yards freestyle and young Stott who smashed his way through the Rhodesian records and won the 220 yards breast-stroke in South Africa. Another boy, M. Flint, holds the boys' 100 yards South African title.

Rhodesians through the years have figured prominently in South African championships, the earliest winner being J. T. Brown, 100 yards in 1920, and again in 1921. Freddie Flint, Len Brown and C. N. Foster, are others. In 1935 Foster created new South African records for the 500 yards and half-mile distances. And now we are looking to Ann Webb and Beryl Nugent to do greater things.

* * * *

WATER POLO

WATER POLO IS POPULAR AND MANY GIANTS of the game have been trained in the Colony. Rhodesia gained second place in the log in the 1949 interprovincial Currie Cup tournament.

* * * *

YACHTING

YACHTING, THE YOUNGEST WATER SPORT TO enter the competitive arena, is engaged in, on all the Colony's bigger dams and recently a team from Mashonaland entered the Union's major regatta.

* * * *

CYCLING

THE COLONY'S CYCLISTS HAVE BEEN IN THE top class for many years, and have held several South African national records. Latest names to be added to the long list, is that of E. Evans who smashed the mile scratch time with a ride of 58.2 seconds, Branfield for whom records are only times to be bettered, and Bennett.

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ATHLETICS

IN THE ATHLETIC FIELD ALSO, YOUNG Rhodesians are coming to the fore. In every school sports meeting during the last two years new records have been established. A big new development was the inauguration of inter-school championships in Matabeleland and also of the Rhodesia junior championships. There remains a great deal to be done in the way of encouraging the younger athletes to go forward into the wider competitive field, though this is not the case with our young cyclists.

* * * *

ANGLING

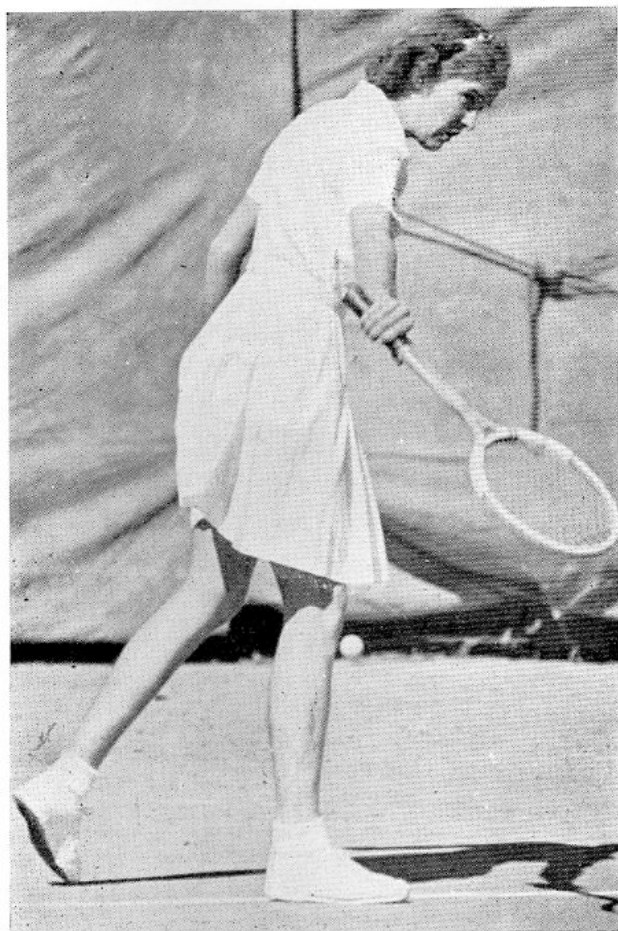
THE RHODESIAN ANGLING SOCIETY CATERS for nearly 12,000 fishermen. The Society is constantly restocking the Colony's dams with fish of all types. In six months, 9,000 Bass were added. Junior members are encouraged, and a special trophy has been donated for them. One of the best results last season was a bag of 140 lb. of Carp. The fishing rights are protected.

* * * *

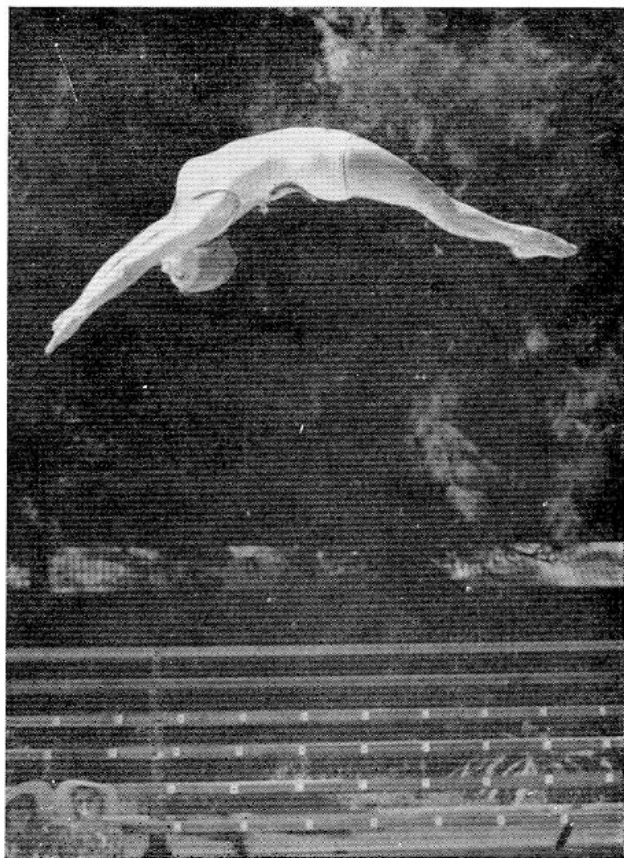
HOCKEY

HOCKEY IS A SPORT IN WHICH RHODESIANS count for a great deal in South Africa. In this field, the Colony can hold its own with the best, and beat most of the Union's teams in both sections.

The South African inter-provincial tournament has been won by our women, and in the men's section Rhodesia in 1929 won the top position in the log. Visiting teams have



Miss Gwendy Love, one of the coming Rhodesian singles and doubles players, holds the junior championship of the Western Province.



Miss Valerie Retief, Rhodesian Women's Diving Champion.

been glad to play on the Colony's hockey pitches, and the Swallows were the first overseas team to visit the Colony. They left with the honours even.

Those matches led to C. V. Irvine's selection as the first Rhodesian Springbok captain. The first Rhodesian, however, to win Springbok honours was Miss R. du Preez in 1930.

* * * *

BOXING

BOXING IS ANOTHER SPORT WHICH COMMANDS a big following.

Among the early pioneers were numerous boxers of repute. Bulawayo boasted three boxing stadiums. An amusing paragraph in *The Bulawayo Chronicle* after Christmas, 1895, reads "Several pugilistic encounters came off at the holidays, one of which went into 80 rounds, but none were of special interest!" A colourful fighter and a very popular one, was Piet Steyn, then there was Fred Buckland and Harry Price. Among the early amateurs of note were Pat Bland, W. P. T. Hancock, W. C. Hoaten, and Stanley Perry. Between World Wars I and II were Pat Kealy, J. Ashwin, N. A. S. Hoffman, I. P. Potgieter, C. Brissett, Len Hall, A. E. Walters, and W. Fulton. Some of the strongest South African teams have been beaten recently by Rhodesian teams, and as in the past, South African title holders are among the ranks of the Colony's boxers. Present hopes are centred on Verceuil, Small and King (N.R.), and the former is being carefully watched by S.A. Empire Games contestants.

GOLF

THE COLONY'S GOLF COURSES HAVE BEEN surveyed by experts from overseas and are improving every year. Bobby Locke recently stated that Bulawayo's course was on the way to becoming as good as any in South Africa. The number of people playing golf is increasing, and the standard of play has greatly improved.

Young golfers have been well to the front, and one junior has recently won one of the Colony's major tournaments. Standard scratches are coming down, mainly because of performances of this kind, though due in no small measure to the improvement in the courses themselves.

* * * *

TENNIS

TENNIS IS ONE OF THE SPORTS PLAYED ALL THE year round. It gained early popularity among the early settlers because of its simple equipment and the easy preparation of hard courts, there being no grass courts in Rhodesia. The first court was laid at Fort Victoria in 1893 by the enterprising proprietor of the Standard Hotel.

Among the Colony's outstanding players were: F. G. Brooks, Sir Percy Fynn, W. S. Taberer, Andrew Ross, Ralph Vincent, C. V. Irvine, Mrs. S. J. Oliphant, Mrs. Griffin, Mrs. J. H. Kennedy, Mrs. J. G. Jeary. New hopes are Miss Black, Gwendy Love, Katz and Miss Bowyer. Matabeleland followed Mashonaland's lead and last year organised a winter league.

The winter league has proved popular, but difficulty is that many of our soccer players and rugby players are also ardent tennis players, and they find it difficult to keep more than one sport going during any one season. That is the trouble with many Rhodesian sportsmen. There are too few specialists. Too few go in for that kind of intensive training which marks out the champion from the all rounder. The Rhodesian is no worse for that, in fact, many of the all rounders have gained honours in more than one sport.

Like some of the other sports, tennis has suffered from lack of sufficient overseas coaches. In any sport where the local champions (and in Rhodesia the champions are the same year after year) coach the coming players, there tends to be developed a stereotyped player whose game is not versatile enough to compete with the different, and more up-to-date game of players in the Union and elsewhere, who have gained much from overseas experience.

On the other hand, there are those in Rhodesia to-day who hold honours gained on the South African courts. Miss Gwendy Love, one of the coming Rhodesian singles and doubles players holds the junior championship of the Western Province. Mrs. Bowyer captured the Griqualand singles title two years ago.

* * * *

BILLIARDS AND SNOOKER

BILLIARDS AND SNOOKER ARE TWO OF THE more popular indoor sports. Local leagues exist in most centres, though the need of a wider organisation is now being felt. Povall, a Bulawayo player, recently just failed to gain both championships in South Africa, one, only after a play-off against the South African champion.

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BOWLING

BOWLERS ARE WELL CATERED FOR AND SOME of the greens are all an enthusiast would expect after nearly fifty years of hard work has been put into them. Rhodesians have excelled in both men's and women's inter-provincial tournaments in the Union, and active members in the Colony's clubs run into some thousands.

* * * *

BASEBALL AND BADMINTON

TWO OTHER SPORTS, BASEBALL (AND ITS sister Softball) and Badminton, have formed associations. Both are growing in popularity and once these associations affiliate with the South they can reach out into the interprovincial sphere. Visits from South African teams have already been made and much experience gained by local enthusiasts.

* * * *

BASKETBALL AND WEIGHTLIFTING

BASKETBALL AND WEIGHTLIFTING ARE TWO other of the younger sports. The R.A.F. stationed in the Colony has given a big impetus to the former which is also played in some of the senior schools.

Weightlifters are an enthusiastic crowd and championships have been held in the provinces and Northern Rhodesia. With a constant gain in experience new records are being made, and it will not be long before the Colony will be offering a more direct challenge to South Africa and further afield. Oxden-Willows will represent Rhodesia at the Empire Games.

Enthusiasts of other forms of sport than those mentioned in this summary are finding that Rhodesia is a sportsman's paradise. But the most important fact which is steadily emerging from the Colony's development along all lines is that there is a more definite movement towards affiliation with parent bodies, both within the Colony itself, and with those whose headquarters are in the Union and overseas. This widening of the Colony's sporting life will ensure Rhodesia's part in future international tours, and lay the foundation for further experience in both the playing and in the administration of the games.

A team of Southern Rhodesians is competing at the Empire Games representing five sports—athletics, boxing, cycling, swimming and weightlifting; and it would not be surprising if one title, possibly boxing, comes to the Colony.

This is not the first time Rhodesian green has been seen at this contest. Sufficient evidence exists to make us confident, that with new blood, and more up-to-date training methods, and with more outside competition, Rhodesian sportsmen should soon be ready to hold their own with any in the world.



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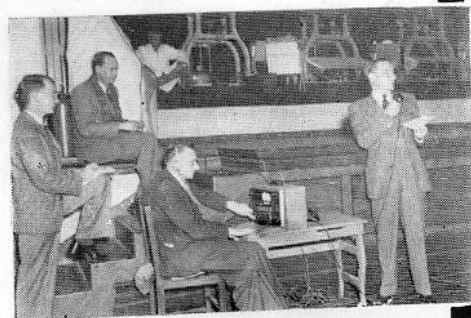
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Some of the audience watching the draw in the State Lotteries Hall, Salisbury.

Held by the Southern Rhodesia State Lotteries have contributed to Social and Charitable causes in Southern Rhodesia nearly 1½ million pounds sterling. The Trustees have given large sums of this money to combating Bilharzia, by research, and the building of swimming baths in the Colony wherever a local authority has been found to maintain one. Child Welfare has received support from the Lottery. Children's Nursing and Convalescent Homes have been built. Holiday Camps have been helped and aid has been given to various social undertakings for the European, Coloured and African communities. Also individual medical distress cases have been given assistance. Prize money to date has totalled about 4½ million pounds sterling and this represents 70% of the face value of all tickets included in the draw, which is one of the highest percentages in the world.

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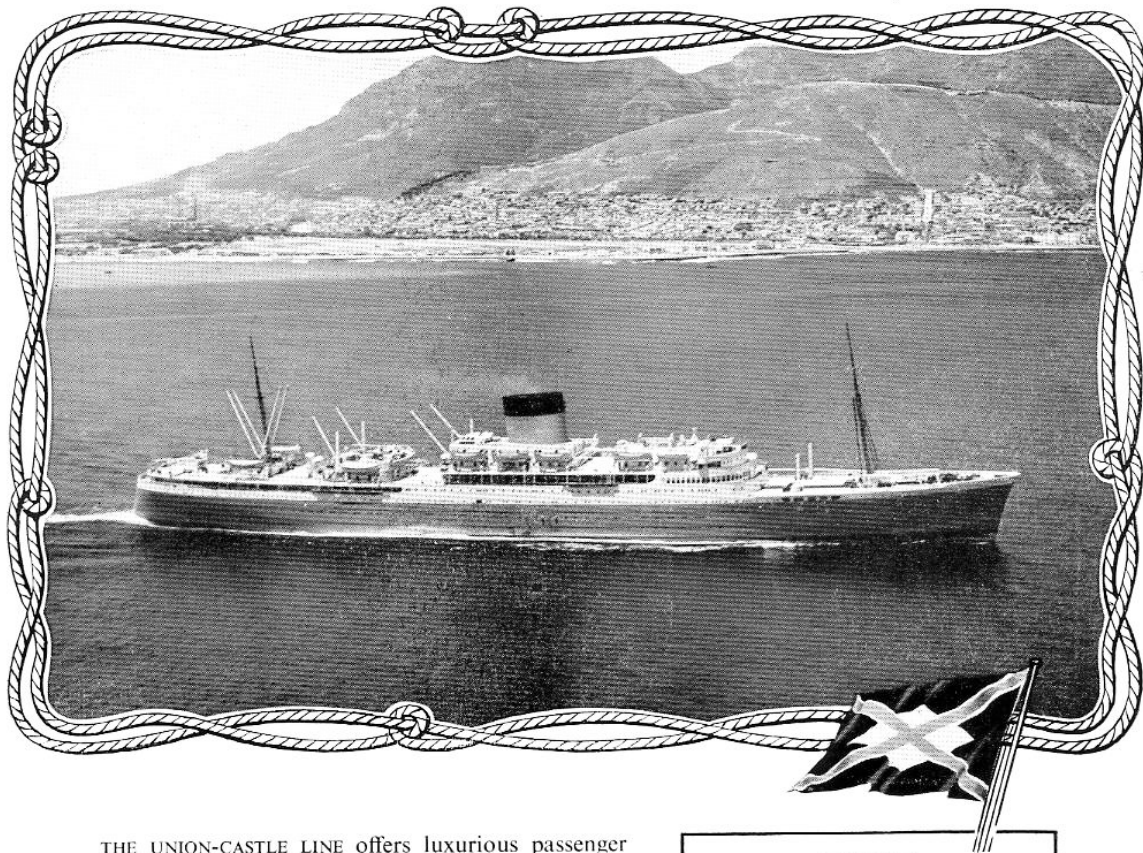
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SOUTHERN RHODESIA 1890-1950



SOUTHERN RHODESIA 1890-1950

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THE EDITOR AND PUBLISHERS OF "Southern Rhodesia 1890-1950" are indebted to His Excellency the Governor, Sir John Kennedy, for his inspiring foreword which, apart from its tribute to the past, encourages us to face with confidence the obstacles which are inevitably to be found in the path of a young country determined to go ahead, and this sentiment is reflected in the words of Mr. T. W. Rudland: "Even today, there is still work for Pioneers".

This volume is an outline of Southern Rhodesia's advance during the sixty years of occupation. All contributors possess an intimate knowledge of the subjects with which they deal, and have themselves played, and are still playing, leading roles in shaping the destiny of this Colony.

Thanks are due to them for their interesting and authoritative contributions to this record, and also to the Central African Archives, the Public Relations Department, and the Clerk of the Legislative Assembly, for their ready co-operation.

(Except where otherwise acknowledged, all photographs in this volume of the early days in Rhodesia have been obtained through the courtesy of the Central African Archives.)

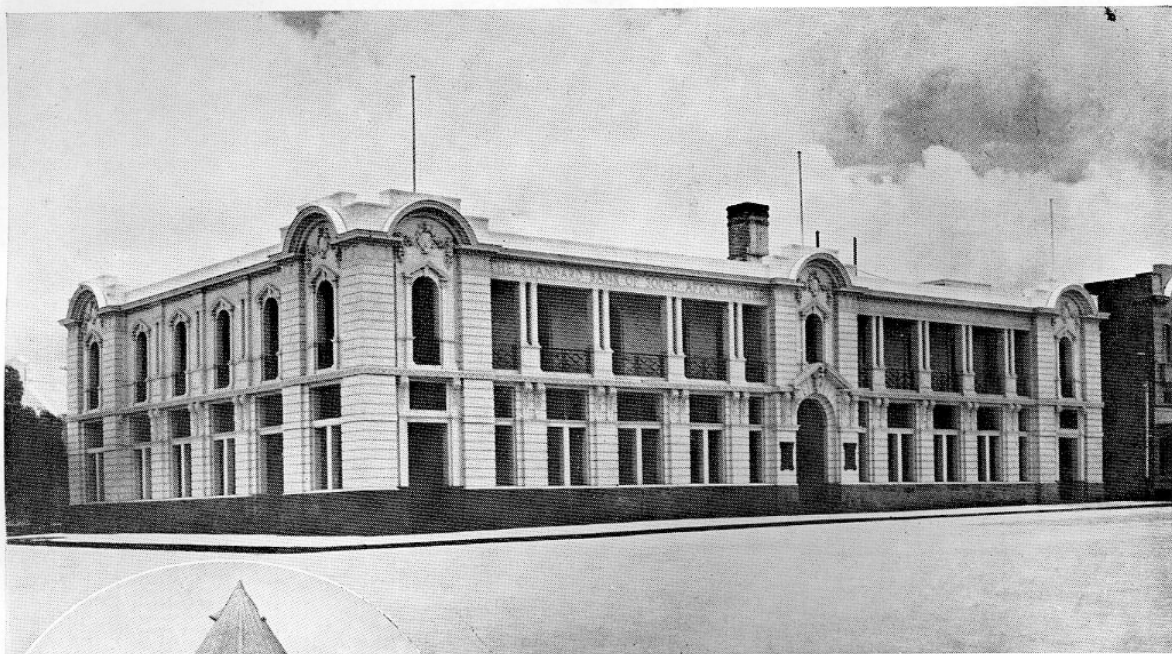
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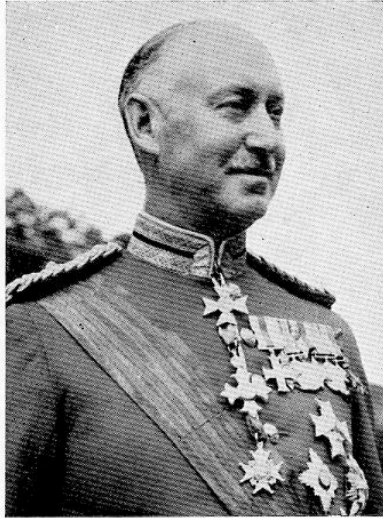
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FOREWORD

BY



HIS EXCELLENCY MAJOR-GENERAL SIR JOHN NOBLE KENNEDY, K.C.V.O., K.B.E., C.B., M.C.
GOVERNOR AND COMMANDER-IN-CHIEF IN AND OVER THE COLONY OF S. RHODESIA.



IN THIS SIXTIETH ANNIVERSARY OF THE FOUNDATION OF SOUTHERN Rhodesia as a civilised state, we stand on the threshold of a new era in the vigorous life of our Colony. This is an occasion when we are called upon to exercise at once our memory for the past, and our imagination for the future.

As we look back upon the past, it is strange to reflect that, only sixty years ago, this was a land unknown to the world, save for the accounts of missionaries and hunters, and inhabited by barbarians who preyed upon each other. There is no more thrilling story in the annals of adventure and romance, than that of the occupation and settlement of Rhodesia by Cecil Rhodes's pioneers.

The high tradition established in the early days has been worthily upheld. The record of our country, in peace, has been one of steady progress, in the advancement of the native races, and in the development of the natural resources for the benefit of Europeans and Africans alike. In the two great wars of this century, Rhodesians have played a gallant part, second to none in the whole Empire, in proportion to our population. These are things of which we may well be proud.

The future prospects of our Colony give us grounds for sober confidence. I, for one, believe that, in Rhodesia, we possess all the elements for continued progress. The spirit of our people is high. This Rhodesian spirit is, indeed, the Colony's greatest asset, greater even than our vast natural resources, still largely untapped.

Like every other young country, Rhodesia has had its growing pains, and will doubtless suffer more in years to come. But I see no reason to doubt that difficulties will be surmounted, as they have been in the past, by the determination, and enterprise, and courage, which are characteristic of our people.



GOVERNMENT HOUSE,
SALISBURY,
SOUTHERN RHODESIA.

J. N. Kennedy

GOVERNOR.



CECIL JOHN RHODES
Founder of Rhodesia

The Right Honourable Cecil John Rhodes was born at Bishop's Stortford Parsonage in Hertfordshire, on July 5th, 1853, and came to South Africa in 1870. In 1880 he founded the de Beer's Diamond Mining Company in Kimberley, and entered the Cape House of Assembly. In 1883 he commenced the work towards the Northward expansion of British territory in Africa, and in 1887, his partner, C. D. Rudd, gained a far-reaching concession over Mashonaland from King Lobengula. In 1889, Cecil Rhodes formed the British South Africa Company and was granted Royal Charter for the occupation and development of Mashonaland, and in 1890 his pioneers hoisted the Union Jack at Fort Salisbury, and the settlement of Mashonaland began.

The Matabele war broke out in 1893, which ended in the subjugation of Matabeleland, and Mashonaland and Matabeleland were renamed Rhodesia in 1895. Cecil Rhodes died on March 26th, 1902, and was buried in the Matopo Hills.



SIXTY YEARS ONWARD



THE TRAIN CLACKS RHYTHMICALLY over the gleaming track, past snug native villages with their waving picannins, neat homesteads nestling amid trees, and beyond, acres of rich farm land or a smallworker's battery merrily hammering the gold-bearing ore. Telephone wires alongside the track hum with their messages, motorcars speed along all-weather roads, electric pylons straddle the hills and valleys carrying power for farm and mine and industry. The train draws into a town, a town of modern shops and cinemas and hotels, of peaceful homes and gay gardens, of sports fields and swimming bath, of activity and recreation.

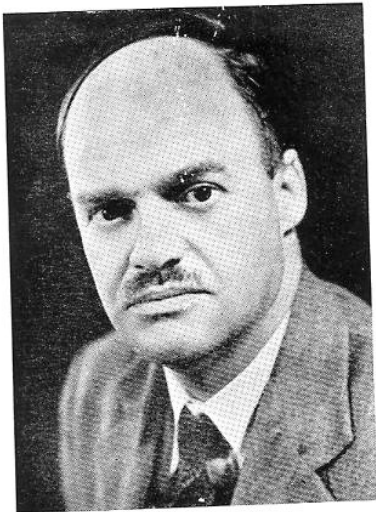
From the train on the daylight journey from Bulawayo to Salisbury

the newcomer will see all this and more to convince him that he has come to a civilised land in which his person and property are safe, a land of law and order, a land throbbing with activity and energy and great promise.

SIXTY YEARS AGO

It has not always been like this. Sixty years ago this land was a wilderness of bush and tree, granite kopje and waving grass, inhabited by wild beasts and wilder men. Those herds of cattle were antelope and buffalo and elephant; that dog scratching himself in the sun was a lion waiting for his prey; that African constable on his bicycle was a Mashona tribesman with battle-axe and spear moving warily along a game track, probing every shadow for the menace of man or beast that

BY W. D. GALE



W. D. GALE

Like many other South Africans, he has become a confirmed Rhodesian by adoption and has helped to spread knowledge of the Colony's Pioneer period by his work "One Man's Vision; the Story of Rhodesia", and his novel of the Pioneer Column, "The Hundred Wagons". Mr. Gale was for many years on the editorial staff of the *Rhodesia Herald* before being appointed publicity officer to the 1940 Golden Jubilee Celebrations Committee in 1939, and later Information Officer for the duration of the war. He has been assistant director of the Public Relations Department since its inception, and for the past three years acting Director.

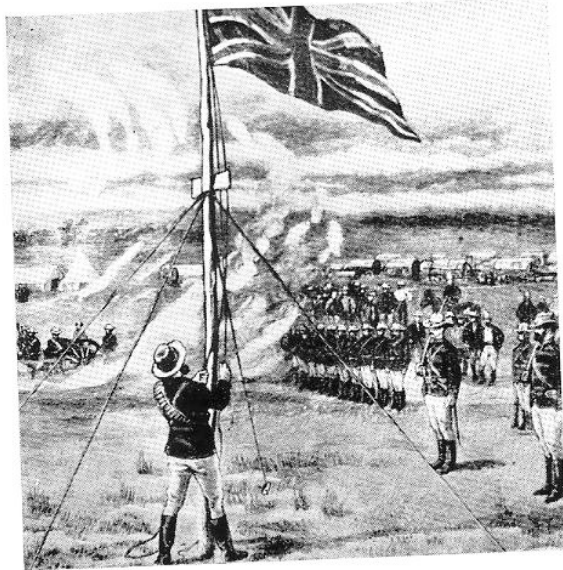
haunted his life. That smoke from a factory chimney was the smouldering remains of a Mashona village left in flames by Matabele raiders who have left the bodies of its inhabitants strewn the debris and driven off the children for Lobengula's slave regiments. This land sixty years ago was not merely an empty wilderness, it was a land of bloodshed and savagery groaning under the iron rule of a despotic tyrant.

The site of Government House on high ground overlooking Bulawayo was then occupied by his kraal, with Lobengula himself, made irritable by his gout, propitiating the rain gods or ordering some poor devil's execution from the back of his wagon. Southern Rhodesia sixty years ago was far from being the smiling, peaceful, prosperous land that it is today.

EXPLORERS, GOLD AND REBELLION
THE PIONEERS AND POLICE OF THE Pioneer Column of 1890 who forged the trail from the Bechuanaland border to the site of modern Salisbury were not the first white

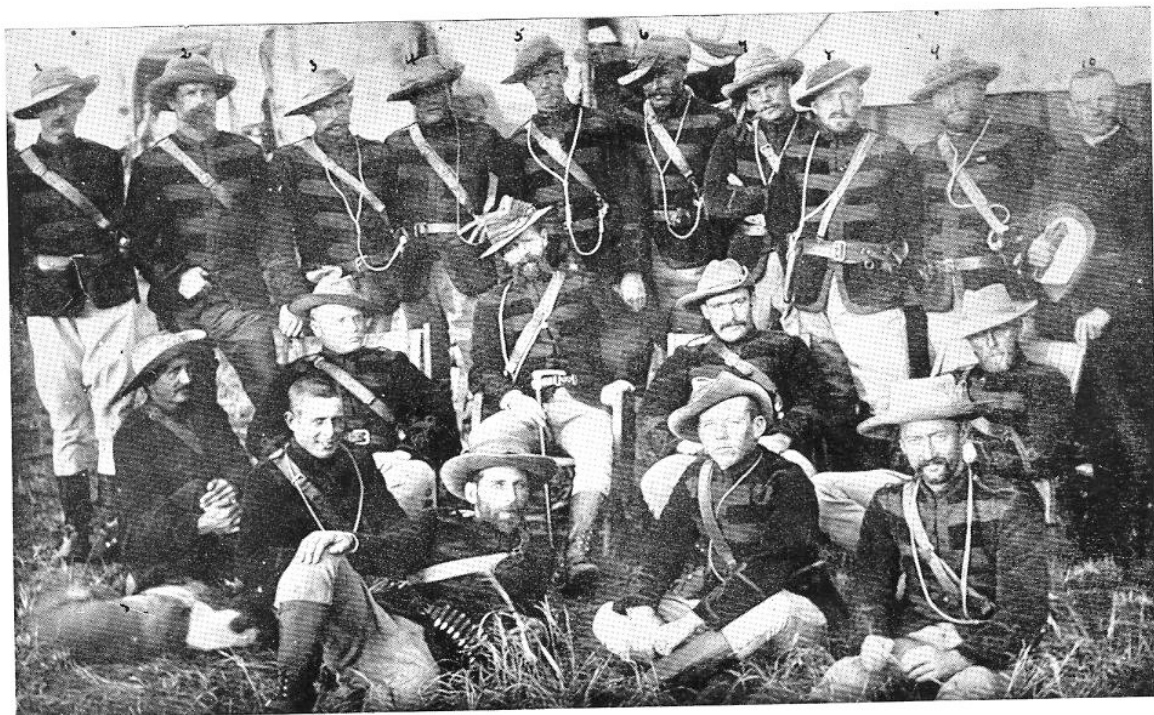
men to tread Rhodesian soil. White men had ventured into Matabeleland forty years before—missionaries like Dr. Robert Moffat and his son, John Smith Moffat, the Morgans, the Thomases and others who established little oases of civilisation in the forlorn, and completely vain, hope of converting the pagan Lobengula and his people to the gentler ways of Christianity; explorers and travellers like Baldwin, George Westbeech and the artist-scientist, Thomas Baines; hunters like Oubaas Hartley (who because of his club feet hunted elephant from horseback) and in later times Frederick Courtenay Selous; geologists like the German, Karl Mauch, who first revealed Rhodesia's mineral riches; a medley of traders like Petersen, Dawson, Fairbairn and Usher. Their influence on the life of the country in their day was negligible, but the importance of the part they unwittingly played in the eventual colonisation of Rhodesia was profound. They blazed the first faint trail of civilisation in a savage wilderness, and drew the attention of others, dreamers and doers, to its possibilities. And the greatest of these others was Cecil John Rhodes, statesman and millionaire, both dreamer and doer.

These possibilities began to be more fully realised after the Pioneer Column had outspanned for the last time, on the site of Salisbury on September 12, 1890, and its members, forming themselves into small syndicates, wandered into the vague vastness of the veld to search for tangible reward for their enterprise. In those days prospectors sought only one thing—gold. Gold was the lodestone that drew men to risk discomfort, privation and peril, and they found death more often than gold. The other mineral riches beneath Rhodesia's soil—its coal, chrome,



13 September 1890.

Lieut. Tyndale-Biscoe, of the Pioneer Column, hoisting the Union Jack at Fort Salisbury.



OFFICERS OF THE PIONEER COLUMN, 1890

Back row, left to right: Lieut. E. O'C. Farrell, Veterinary Surgeon; Lieut. F. Mandy; Dr. A. J. O. Tabareau, P.M.O., Assistant Surgeon-Lieut. J. W. Lichfield; Lieut. J. J. Roach; Capt. H. F. Hoste; Lieut. and Adjutant H. J. Borrow; Lieut. A. Campbell; Lieut. R. G. Burnett; Rev. F. H. Surridge.

Middle row: Lieut. W. Ellerton Fry, Intelligence; Capt. A. E. Burnett; Capt. M. Heany; Maj. F. Johnson; Capt. F. C. Selous.

Front row: Lieut. E. C. Tyndale-Biscoe; Lieut. R. G. Nicholson; Lieut. R. Beal; Asst-Surgeon-Lieut. J. Brett.

asbestos, iron—were at first ignored for the greater lure of a yellow streak in the bottom of the pan. Sixty years ago Rhodesia's goldfields were thought to be the equal of the great reefs of the Witwatersrand, at a time when the Rand miners had struck the sulphide zone and in their ignorance of a process to separate the gold from the sulphide were convinced that the Rand's halcyon days were over. But the Rhodesian reefs belied their promise; they were badly faulted and rich strikes had a habit of suddenly petering out. Disappointment and failure, allied to hardship and the threat of unpleasant death from disease, wild animals and savage men, tested the fortitude of the pioneer miners to the utmost.

Not only the miners' fortitude was tested. Every man and woman of that pioneer community faced a continual challenge, both communally and individually—the challenge of loneliness, insecurity, deprivation of the very essentials of civilised life. Individually they faced and met their challenge—the man in the veld helpless with malaria, the woman having her child without benefit of medical aid, the policeman alone with a mob of threatening natives—and out of their individual ordeals was born a spirit that is the very foundation of the

Rhodesian character. Communally they faced the threat of Matabele aggression with equal courage; a mere seven hundred men conquered Lobengula's legions and brought Matabeleland within the sphere of colonisation, and then, three years later, they met and defeated the greatest peril of all, when the Matabele, and later



Administrator and Civil Staff, 1890

Left to right: L. S. Jameson, C. F. Harrison, F. C. Selous, A. R. Colquhoun.

the Mashona, rose in their thousands and menaced the life of every white man, woman and child between the Limpopo and Zambesi. Exploits from those troublous days—the Shangani Patrol of the Matabele War, the Mazoe Patrol of the Mashona Rebellion, Rhode's heroic indabas with the Matabele—all contributed to the most precious of all Rhodesian heritages, the Pioneer Spirit. It is something the modern pioneer would do well to acquire.

. . .

A STRUGGLE FOR SURVIVAL

THE FIRST EIGHT YEARS OF THE Colony's life was a period of danger, anxiety, strain and insecurity that demanded the highest fortitude and faith in those striving to establish the foundations of civilised life. Those who later built upon those foundations also required fortitude and faith, but of a somewhat different order because the circumstances and demands were different. The courage required now was not so much physical and moral as spiritual and moral, the courage to lay railway tracks through the virgin bush, hew roads through the wilderness, build towns where native kraals had been before and establish farms in the favourite haunts of wild beasts. The faith of the early settlers was the faith of Cecil Rhodes who had dreamt about these things in the 1880's on the diamond fields at Kimberley, and by the conviction of his faith had persuaded his hard-headed partners in de Beers Consolidated and investors in Britain to become shareholders in the British South Africa Company to finance the sinews of civilisation in the land beyond the Limpopo. The magnetism of his faith inspired the first Rhodesians to hold on, to struggle and build and survive, and it also inspired the shareholders of the British South Africa Company to deny themselves a dividend as long as the Company was responsible for the administration of the territory. The colonisation of Southern Rhodesia as a unit of the British Empire was remarkable not only for the faith of its Founder or the fortitude of its builders but also for the fact that it did not cost the British taxpayer a single sixpence. There are few parts of the Empire that can say that.

After 1897 the builders had need of the Pioneer Spirit not because of any internal challenge but to meet the stresses of the outside world. The two years following the final suppression of the Mashona Rebellion in 1897 were years of development in which progress promised to be

rapid, until it was rudely halted by the outbreak of the Anglo-Boer War. The builders abandoned the pick and plough for the rifle and did not return to them for nearly three years, but a still more serious effect was the country's isolation. The railway line from the Cape which had triumphantly reached Bulawayo in 1897 was useless as long as Kimberley and Mafeking were besieged, and even after these towns were relieved the line was subject to the hazards of guerilla warfare. The only means of entry for the essentials on which the country depended for its very existence was Beira, and



NYANDA and KAGUBI—INSTIGATORS OF THE MASHONA REBELLION

Kagubi was a man of about forty years of age. About three months before the rebellion, he and other paramount chiefs gave orders that the white settlers were to be murdered. Kagubi was the chief instigator, and to him all loot was handed. He gave orders to Nyanda to spread the rebellion, Nyanda being an old monodoro or goddess of twelve year's standing, and she in turn gave orders to the people around her in Mazoe to murder the settlers in that district, stating that her instructions had come from another god named Mlanga, who promised that as soon as the whites had been massacred in the outlying districts, he, by a miracle, would kill all those in town. Kagubi and Nyanda surrendered in October, 1897, and the rebellion in Mashonaland may be considered to have been finally crushed from that date.



MAZOE PATROL, 1897

Survivors of the party of fourteen who took refuge at the Alice Mine and of the two relief forces sent to bring them to Salisbury.

Left to right, bottom row: Edmonds, McGregor, Mrs. Cass, Mrs. Salthouse, Judson, Pollett.
 Standing: R. Nesbitt, Arnott, A. Nesbitt, Harbord, C. C. Rawson, Ogilvie, Salthouse, Fairbairn, Spreckley, Niebuhr, Darling, Coward, Henricks (wounded), Hendrik (native driver), and Honey.
 Top: Berry, H. D. Rawson, Pascoe (on roof) and George (native driver).

the capacity of that port to handle Rhodesia's imports was as inadequate in those days as it has proved to be in more recent times. Serious development was halted, and it was not easily resumed. The war was followed by the inevitable slump, and it was not until about 1905 that the builders saw their way more clearly before them. Nine years later came the First World War. No one thought of conscription to keep the mines and farms producing, the administration functioning, the country developing. Mines were allowed to flood, farms to lie fallow, and when the tragic years were over it took a long time to bring them into production again. The uneasy years that followed, the Great Depression of 1931-33, the international uncertainty of the Hitler period, the outbreak of the Second World War are all too recent to need recounting, but they affected the Colony adversely in reducing the flow of capital to prime the pump of development. The sixty years of Southern Rhodesia's life have not been easy or tranquil years.



The staff of a Bulawayo engineering firm at the time of the rebellion.

Contributed by H. G. Issels, Esq.



Troops leaving Salisbury for the Boer War.

IN SPITE OF SETBACKS

YET, IN SPITE OF ALL THESE SETBACKS, occurring at almost regular intervals throughout these sixty years, the Colony's progress has been steady, and it has been sound. No other self-governing unit of the Empire can claim the same rate of development in the first sixty years of its life, but then no other self-governing unit has enjoyed the same mechanical advantages. The birth of Rhodesia coincided with the birth of the Mechanical Age. Although the Colony was pioneered and colonised at the pace of the ox, the Age of the Ox-wagon was nearing its end. Railways were becoming a commonplace, and 12 years after the Pioneer Column had outspanned at Salisbury the Rhodesian sun shone on rails from Bulawayo

to Umtali. The day of the stage coach was over, too; Zeederberg's elaborate organisation could not compete with the railway, and still less with the motorcar which appeared in all its noisy, and noisome, glory before the First World War. (Early settlers still recall with a chuckle the arrival of the first motorcycle, owned by an adventurous medical man, Dr. Appleyard, whom they remember with respect and affection. He tried it for the first time on the racecourse, and having got it started was unable to stop it. He went round and round the racecourse until the petrol gave out, with Mrs. Appleyard periodically throwing food to him as he passed.) The telegraph was an accepted commonplace of civilisation so that the pioneers of Rhodesia could communicate with the outside world in a matter of minutes, whereas the pioneers of South Africa, Canada, Australia and New Zealand had to wait months for the answers from the Mother Country. The advent of wireless speeded up communications still further, and the development of broadcasting after the First World War brought the Rhodesian into intimate and instantaneous contact with the outside world.

The introduction of these mechanical marvels has meant that Rhodesia did not develop in isolation. From the beginning it has been conscious of the



Stage coach leaving Salisbury's first post office.



Fording a Rhodesian river in the early days.

outside world and has kept pace with modern trends both material and mental. The spur of progress has been consistently in its flanks and it could do nothing else but respond. But that fact does not dim the achievement of, or diminish our debt to, all the Rhodesians, high and humble, who have contributed to the development of Rhodesia in these last sixty years. The mechanical aids to progress were not in themselves sufficient, it took enterprise, initiative and courage to make the fullest use of them. And above all, it took faith.

• • •

FROM ROYAL CHARTER TO SELF-GOVERNMENT

IN 1922, THAT FAITH WAS exemplified, when on October 22nd the 33,000 people who composed the European population were faced with the task of deciding the whole constitutional future of their country. For the past 32 years they had been governed by the British South Africa Company, generally known as the "Chartered Company"—and it all depended on the tone of voice whether the term "Chartered" was one of respect or opprobrium. But let this be said. Of all the chartered companies sanctioned by the

British Government, none completed its labours and yielded up its commission with so high a prestige, so exemplary a record of service, so commendable an achievement to its credit as the British South Africa Company. Not only did it save the British taxpayer the cost of adding Rhodesia to the crown of Empire, but it saw the infant Colony first through its birth pangs, then through its teething troubles and finally through the aches and pains of adolescence with far more concern for the interests of the resident population than for its shareholders. Its Administrators (like Sir William Milton and Sir Drummond Chaplin) were men of the highest integrity, its officials of the highest calibre. But they could not escape the charge that no matter how disinterestedly it carried out its administrative responsibilities, the Chartered Company was a



First huts, Umtali, 1897.
This was the first residence and office of the Magistrate
and Civil Commissioner, Captain Scott-Turner.

The Northern Optimist

VOL I No 1 GWELO WEDNESDAY DEC 26, 1894 PRICE

MORSE SM

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Preliminary Notice

*The Bar of the above
establishment has now
been moved
and the Hotel will be
ready shortly.*

W. HURRELL, Proprietor

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*always on hand
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pies
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increased, and the clamour for a larger measure of self-government became louder. That clamour was a testimonial to the quality of the settlers, their self-reliance, their independence, their impatience with an administration which took its orders from a board of directors in London. The voice of the people had stridently demanded a larger say in their own affairs ever since the Pioneer Column, and bit by bit the reins had been slackened through the years. In 1903 the Legislative Assembly had consisted of five official members (heads of the Company's departments) to four nominated members, the settlers' representatives. But that year the numbers on each side were increased to seven, giving the settlers an equal voice. In 1907 the number of official members was reduced to five, giving the settlers a majority of two, and in 1913 the composition of the Council was altered again, to 12 unofficial and eight official members. Thus the settlers had the majority voice, but the Company had the overriding authority. Immediately after the First World War the settlers prepared to throw off the yoke, and the popular enthusiasm for this step was no greater than the Company's desire to give them their head so that, relieved of its administrative responsibilities, it could concentrate on the business of earning well-earned dividends for

(continued on page 16)



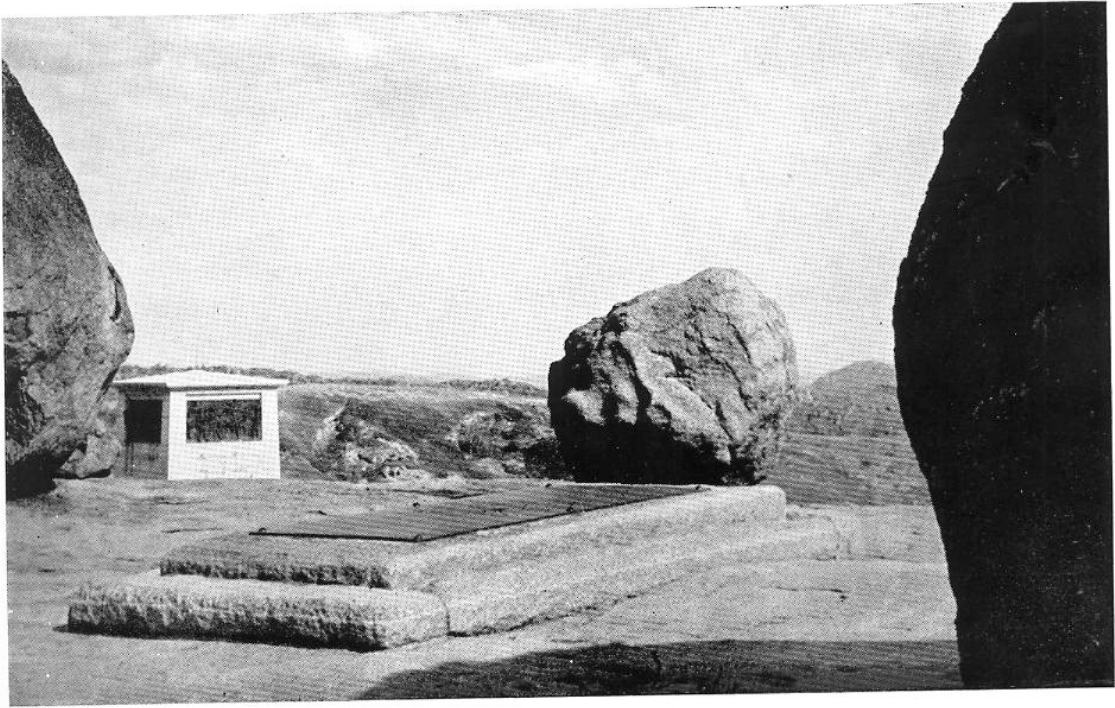
Col. J. W. Colenbrander, Captain Fitzstubbis and Captain Lyall of the 1st Kitchener's Fighting Scouts.
Contributed by B. M. Orr, Esq.

The first newspaper, Gwelo, 1894.

"The Northern Optimist", edited by R. B. Nash, ran for four months, and later became known as the Gwelo Times.

commercial concern, and in the opinion of the "settlers", as the non-official population was called, it must have an eye to the main chance. Yet, when the first 25-year period of the Charter expired in 1914, the settlers' representatives in the Legislative Council were wise enough to recognise that without the guidance, and above all the financial strength, of the Chartered Company behind it the Colony could not exist, and they agreed that the charter should be extended for another ten years.

During these ten years the population grew, the confidence of the settlers in themselves



THE BURIAL—1902

When that great Kings return to clay,
Or Emperors in their pride,
Grief of a day shall fill a day,
Because its creature died.
But we—we reckon not with those
Whom the mere Fates ordain,
This power that wrought on us and goes
Back to the Power again.

Dreamer devout, by vision led
Beyond our guess or reach,
The travail of his spirit bred
Cities in place of speech.
So huge the all-mastering thought that drove—
So brief the term allowed—
Nations, not words, he linked to prove
His faith before the crowd.

It is his will that he look forth
Across the world he won—
The granite of the ancient North—
Great spaces washed with sun.
There shall he patient take his seat
(As when the Death he dared),
And there await a people's feet
In the paths that he prepared.

There, till the vision he foresaw
Splendid and whole arise,
And unimagined Empires draw
To council 'neath his skies,
The immense and brooding Spirit still
Shall quicken and control.
Living he was the land, and dead,
His soul shall be her soul!

—Rudyard Kipling.



1910. The Duchess of Connaught and Princess Patricia (seated in wicker chairs) with their personal staff, and doctors and nursing staff of the Old Salisbury Hospital.

Contributed by Mrs. F. James.

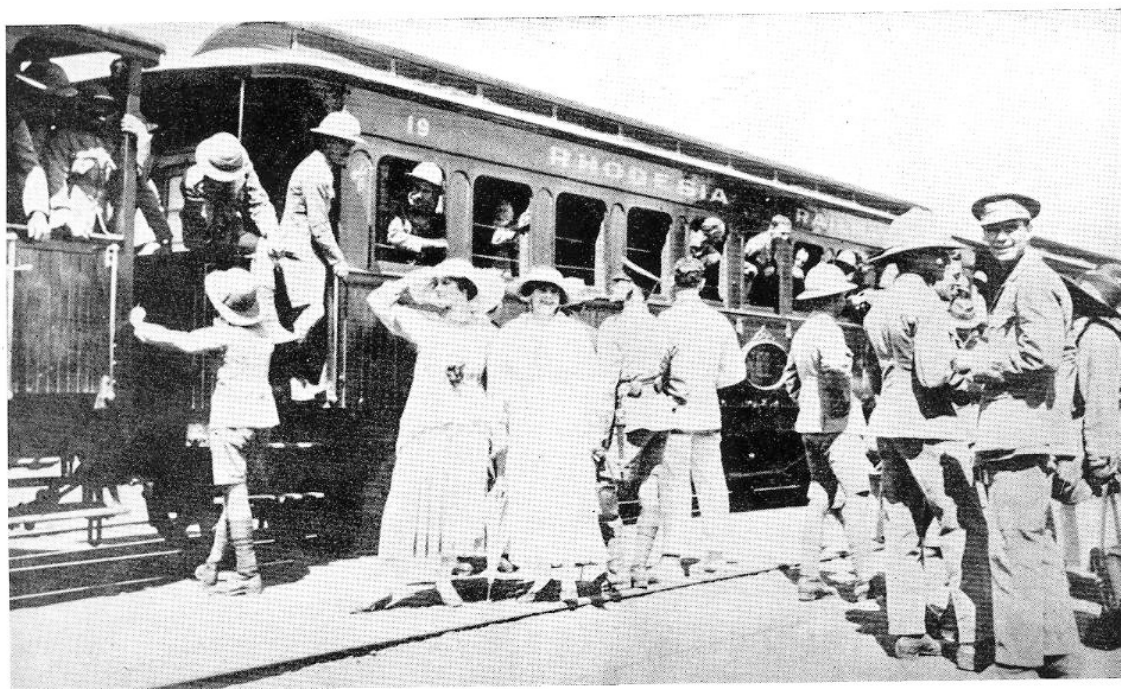
its shareholders. The question at issue in 1922 was no longer whether the Company's charter should be continued or terminated, it was what was Rhodesia going to do—become a fifth province of the Union or embark on the risky venture of self-government? The elections in 1920 gave a pointer to the referendum held two years later, for the representatives returned to the Legislative Council were, with one exception, elected on a platform of self-government. As the date of the Charter's termination drew near the controversy raged at boiling point throughout the land, and even General Smuts joined in. He was anxious that Rhodesia should join the Union for the value of the British vote which the Colony represented, and he jumped at an invitation to open the 1922 Salisbury Agricultural Show. In his speeches at various centres he urged the advantages of joining the Union—and, economically at any rate, these arguments were weighty. The conditions which he offered both the people and the Chartered Company to woo their support were extremely generous. But all to no avail. The Rhodesians were determined to plough their own furrow, and when they went to the polls on October 7th, 1922, they decided in favour of self-government by 8,774 votes to 5,989.

On September 12, 1923, thirty-three years after Lieut. Tyndale Biscoe of the Pioneer Column had hoisted the Union Jack on the virgin site of Salisbury, Southern Rhodesia was formally annexed as a Colony of the British Empire, and was granted Responsible Government as from

October 1st of that year. The Chartered Company thankfully laid down its administrative task. It had borne a heavy financial burden. It had paid the cost of the Matabele War and the still heavier cost of the Matabele and Mashona Rebellions; it had been made responsible for the entire cost of administration, and deficits between revenue and expenditure had had to be met out of its commercial revenue. From 1897 to 1905 the annual deficit was between £200,000 and £500,000, and it was not until 1908 that revenue and expenditure balanced for the first time. That was why the Company was unable to pay its long-suffering shareholders a dividend. On termination of its Charter the Company was paid £3,750,000 as compensation for its losses in administering the Colony (it had asked for a great deal more and the amount was settled by a Royal Commission), and in 1924 it was able to give its shareholders the small return on their investment of 6d. per share dividend and a return of capital of 5/- a share.

RHODES'S VISION

THE STRATEGICAL SIGNIFICANCE OF Rhodes's achievement in first of all securing from Lobengula the right to exploit the minerals of Mashonaland, then adding Manicaland and Matabeleland to form Southern Rhodesia, and finally colonising the territory by means of his Chartered Company must not be overlooked. When he was studying the map of Africa in his



"Seeing the boys off". Departure of the 2nd Rhodesia Regiment from Salisbury, September, 1917.

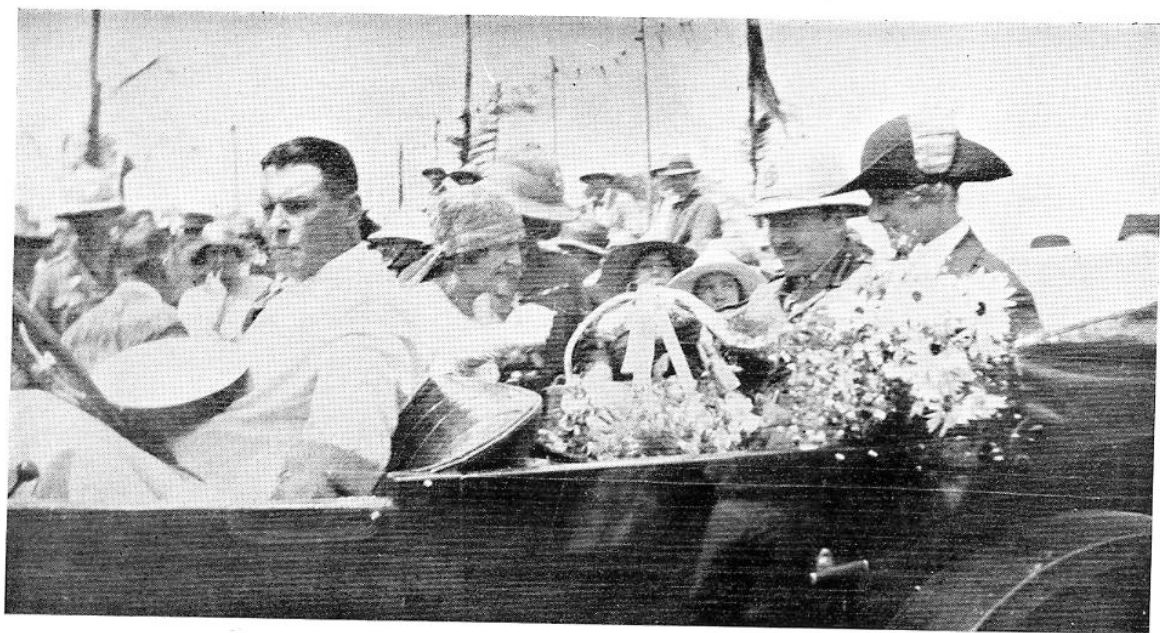
Kimberley office in the 1880's, the Germans were becoming firmly entrenched on the coastal belt of South-West Africa and were reaching north-eastwards into the interior (the Caprivi Strip stretches from the top of South-West Africa almost to the Victoria Falls, which luckily was as far as they got); the Portuguese had been established on the east coast for a couple of hundred years, and although they had not colonised the interior they considered Manicaland at least as within their sphere of influence; the Boers of the Transvaal Republic were casting envious eyes on the country beyond the Limpopo, and indeed might have occupied it but for a belt of tsetse fly along the river which threatened their oxen and the knowledge that the Matabele would bitterly oppose their entry. Had Rhodes not sent his Pioneer Column north in 1890 Rhodesia would have become either German or Portuguese or Boer territory, or perhaps an uneasy combination of all three. Had Rhodesia not been British territory in 1900, cutting off the Boer retreat northwards, the Boer War would probably have been much more protracted than it was. Had the territory been owned by Germany at the time of the First World War the Union of South Africa, and the whole system of British communications in Africa and the sea route round the Cape would have been directly threatened (as it was, the German forces from East Africa were stopped by the Rhodesians at Abercorn in Northern Rhodesia). Had the Portuguese colonised the interior the whole of Central Africa, probably, would have

been neutral in both World Wars and British strategy would have been severely compromised. The vision of Rhodes, the courage of the Pioneers, the tenacity and faith of the Rhodesian people, the sacrifices of the Chartered Company's shareholders, all have combined to exercise an incalculable influence on the preservation and development of the British Empire in Africa.

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THE FIRST GOVERNMENT

THE COLONY WAS FORTUNATE IN its first Premier. Sir Charles Patrick Coghlan, a Kimberley lawyer who had settled in Bulawayo in the early years, had been the leader of the Responsible Government forces. He was a doughty fighter, with a statesmanlike approach to the Colony's problems, and at the first general election in 1924 he led his party, the Rhodesia Party, to overwhelming victory. He was faced with no light task, but at least he was heartened by the knowledge that the majority of those who had opposed him on the Responsible Government issue were now solidly behind him, for everyone, whether he believed in the Colony's ability to govern itself or not, now put his shoulder to the wheel. Coghlan had plenty of talent to choose from for his first Cabinet, with such staunch Rhodesians as H. U. Moffat, grandson of the famous missionary, Dr. Robert Moffat, who was to succeed him as Premier, W. M. Leggate, an Edinburgh



1921. Prince and Princess Arthur of Connaught during their visit to Umtali.

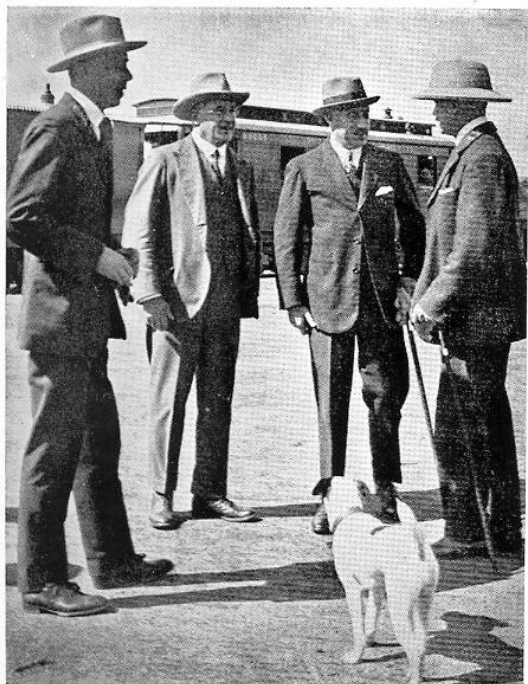
Contributed by L. G. Sewell, Esq.

gold medallist in economics, who is best remembered as Colonial Secretary (the old title of the Minister of Internal Affairs), R. A. Fletcher, whose son, P. B. Fletcher, has followed in his footsteps as Minister of Agriculture, J. W. Downie, who at various times held the portfolios of Agriculture and Mines and later was High Commissioner in London. The Colony's first High Commissioner was Sir Francis Newton, an outstanding character, who had been Treasurer in the B.S.A. Company's administration, and the first Speaker of the Legislative Assembly was the Hon. Lionel Cripps who had helped hack the road through the lowveld bush with the Pioneer Column. All these, and others like P. D. L. (Sir Percy) Fynn who held the Treasury portfolio for many years, were all great Rhodesians who embarked on their task of guiding the infant Colony's footsteps and laying the foundations for its future growth with a loyalty and devotion that transcended all thought of self. The Colony was lucky in its first Responsible Government leaders, just as it has been lucky in the quality of the men who have since taken over their tasks.

The foresight of the earlier Rhodesians in having the land issue settled before the termination of the Company's charter enabled the Colony to embark on the perilous sea of self-government with a certain amount of confidence. The land story goes back to pioneer days, when a German financier named Lippert obtained a concession from Lobengula giving him the land rights in Mashonaland and Matabeleland for 100 years. The Chartered Company was justified in arguing that the Rudd Concession of 1888 gave it the right to the land as well as to the

minerals of Mashonaland, but Rhodes, who did not believe in fighting if he could gain his ends by other means, bought the land rights from Lippert in 1891. During subsequent years the Company alienated land in the belief that they owned it by both grant and purchase. They received a shock in 1914 when the unofficial members of the Legislative Council passed a resolution contesting the "claim of the Company to be the private owners of all the unalienated land in Southern Rhodesia", and claiming the land on behalf of the people. The resolution resulted in protracted litigation and finally reached the Judicial Committee of the Privy Council in 1917. The Council's judgment, delivered in July, 1918, found that the Company, as a subject of the Crown, had acted on the Crown's behalf in adding Mashonaland and Matabeleland to the British Empire, and that the land therefore belonged to neither the Company nor the settlers but to the British Government. When Responsible Government was granted the land passed into the ownership of the Southern Rhodesia Government.

So much for the land. But what of the minerals? The Chartered Company was recognised as the owner of the mineral rights and was therefore entitled to charge royalties on the result of mining operations. One of the first actions of the first Government was to try to purchase these rights, but the Chartered Company was not willing to sell. The ownership of the mineral rights was a bone of contention in Rhodesian politics for years, until in 1933 the Company, under the chairmanship of Sir Henry Birchenough, yielded to the wishes of the people and agreed to sell for £2,000,000.



1923. The visit of the first Governor of Southern Rhodesia, Sir John Chancellor, to Gatooma.

Left to right: Captain Lowther, A.D.C.; Mr. T. J. Golding, Mayor; Lt.-Col. Sir John Chancellor, K.C.M.G., G.C.V.O., R.E.; and the Magistrate of Gatooma.

Contributed by L. G. Sewell, Esq.

CONFIDENT PROGRESS

THE PROGRESS MADE BY SOUTHERN Rhodesia in the last twenty-eight years of self-government has fully justified the confidence of the 8,774 Rhodesians who in 1922 decided that the country should, and could, stand on its own feet. When the first Cabinet Ministers were sworn in the total population was about 900,000, of whom some 36,000 were Europeans; the public revenue was only £1,326,000; road communications were poor and air services were non-existent; social services such as schools and hospitals were well behind the country's needs. Today, 28 years later, the total population is nearing the 2,000,000 mark, of whom more than 120,000 are Europeans, the national revenue is over £16,500,000, all-weather roads radiate over the length and breadth of the Colony, air services communicate swiftly with places far beyond our borders, social services, while by no means fully developed, are at any rate far more comprehensive than anyone could have expected even 15 years ago, much less 28. Materially, Southern Rhodesia's progress under Responsible Government has been a remarkable achievement for so small a European community. For confirmation of the advantages of autonomy all that is necessary is a visit to a

Crown Colony whose affairs are directed from 6,000 miles away, and a comparison between their state and ours.

Rhodesia's confidence has grown with the years. At first our footsteps on the road of progress were hesitant, then gradually they steadied until today the tread is firm and sure. Why are we so much more confident today than we were, say, twenty, even ten, years ago? Twenty years ago we stood on the brink of the Great Depression. Trade was beginning to slacken, we saw approaching the spectre of widespread unemployment, which was already afflicting more powerful and better developed countries; money was steadily getting tighter. This was the worst depression of all time. Would the Colony be able to stand it? We followed Britain off the gold standard, tightened our belts, helped the poor fellows on the benches of Cecil Square as much as we could (for the first time in our history we had white men handling picks and shovels on the roads, a salutary experience), and faced the storm. And we survived. We not only survived, but we began to climb out of the depression earlier than most other countries. We felt we could face anything after that.

NOTABLE WAR EFFORT

THEN CAME THE SECOND WORLD War. Since, in the words of the Prime Minister, "England's wars are our wars", Rhodesia was in it up to the neck from 11 a.m. on Sept. 3, 1939. Like the rest of the Empire we embarked on it unprepared and unequipped, but determined to give of our best. That best exceeded our wildest dreams. Rhodesian soldiers were the first in the Empire to move, Rhodesian airmen were the first to fly to battle stations, Rhodesians fought in every Service and on practically every front. Militarily, economically, industrially, Rhodesia's contribution, in proportion to her total European population which in 1939 numbered only 63,000, was a notable one. But her greatest contribution of all was the part she played in the Empire Air Training Scheme. At the beginning we thought the utmost we could manage would be one full-sized training station, which would probably strain the Colony's resources to the utmost. Within a few months we had accepted liability for three, though we doubted our ability to build the stations and feed the troops. But we did it (in the Gwelo area a stretch of bare veld was transformed into a full air training station, with barrack rooms, hangars, administration offices, etc., and a hot meal on the table, in the space of eleven weeks) and as the number of stations increased to eleven for fighter, bomber and navigator training, we found that our resources were far more elastic than we had imagined. Our confidence in ourselves grew. Instead of thinking in terms of thousands of pounds, as we did before the



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1939-1945 War. His Majesty King George VI in conversation with Rhodesian troops in Italy.

War, we now thought in terms of millions. Our horizons widened, our outlook broadened, our faith deepened. The Rhodesians of 1945 were vastly different to the Rhodesians of 1939 in a subtle psychological way, and for that difference the Air Training Scheme was to a large extent responsible.

When, after the war, the Roads Department proposed that £10,000,000 should be spent in a ten-year programme of road improvement and development, no one even blinked; when the Irrigation Dept. proposed to spend another ten millions on a long-term scheme of irrigation and water conservation works, the general comment was that far more would probably be needed; when the Government announced that it intended to raise a loan of thirty millions to purchase the Rhodesia Railways, the newspapers waited in vain for letters of protest. The realisation that Southern Rhodesia's resources, mineral and agricultural, had scarcely been tapped, much less exploited, and that the real development of the country lay ahead and not behind coincided with that widened outlook and that deepened faith without which no real development can be possible.

THE AFRICAN

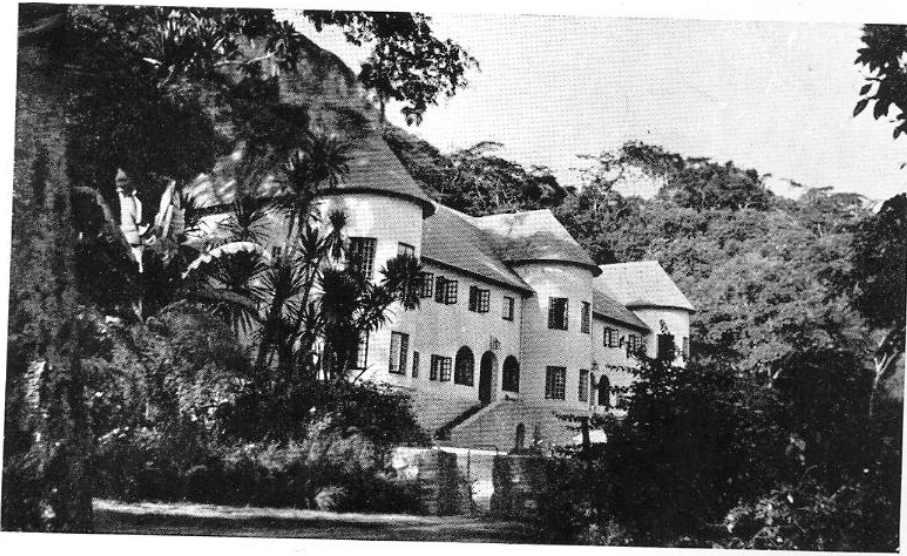
BUT IT IS PROBABLY IN THE FIELD OF human relationships that the most notable progress has been discernible in, say, the last twenty years, the relationship between the

European inhabitants with their higher standard of civilisation, their broader culture, their vastly different background, and the native inhabitants who only sixty years ago were savages living in savagery. The arrival of the Pioneer Column in 1890 rescued the hapless Mashonas from extermination at the hands of the rapacious Matabele and, to a lesser extent, the Shangaans of Portuguese East Africa. One of the primary causes of the Matabele War of 1893 was the fact that the handful of settlers, scattered over the face of Mashonaland, could not effectively protect the Mashonas from continued raids



The Prime Minister, the Right Hon. Sir Godfrey Huggins visiting Rhodesian troops in the Middle East in 1943.

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1947—The King's Year.

His Majesty King George VI, the first reigning monarch to visit Southern Rhodesia, at the grave of Cecil John Rhodes in the Matopos. With the King is the Minister in attendance, the Hon. P. B. Fletcher.

by the Matabele, and that there could be no real economic development as long as the sense of insecurity persisted. The conquest of Lobengula's 20,000 warriors by 700 Pioneers under the intrepid leadership of Dr. Jim (Sir Leander Starr Jameson) settled that issue, for the next three years at any rate. The outbreak of the Matabele Rebellion in March, 1896, was totally unexpected but at least it was understandable. The Matabele indunas resented their loss of authority, the Matabele people objected to the truculent attitude of the native police, most of them Matabele (there is no harsher tyrant than a member of a subject race against his own kind, unless adequately disciplined), they hated the idea of working for the white man, although there was no compulsion on them to do so. In 1895 the dread disease of rinderpest swept through the land and killed their cattle by the thousand (a calamity indeed, for cattle

was their wealth), then a series of locust visitations destroyed their crops. Here was proof enough that the gods disapproved of the presence of the white man. Then Dr. Jameson made the mistake of his career, and when almost the entire Police Force was captured at Doornkop and almost the entire stock of arms in the country fell into Boer hands, the Matabele leaders realised that never again would they have such an opportunity. An eclipse of the moon in March, 1896, gave them their date, and they struck, savagely, mercilessly, without pity for man, woman or child. They were subdued after four months of bitter fighting, thanks to the dauntless courage of the Pioneer settlers and to the heroism of Rhodes himself who ventured into the fastnesses of the Matopos to talk with them and persuade them to put away their assegais.

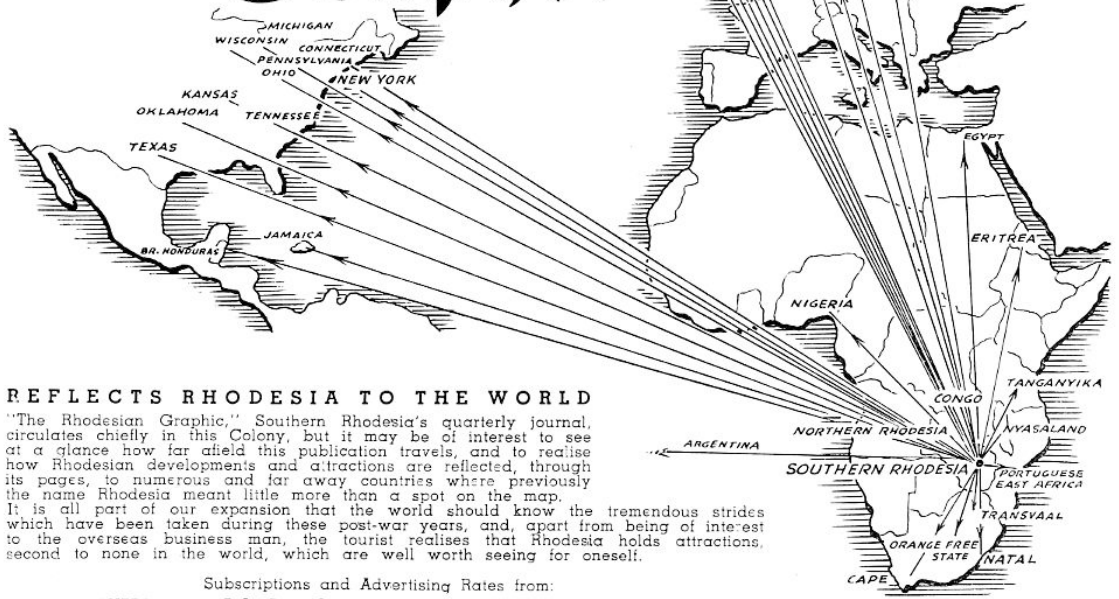
The Mashona Rebellion which broke out with the murder of the Norton family near Salisbury in June, 1896, was far more difficult to understand. The Mashonas had every reason to be grateful for the presence of the white man, and no one dreamt of the possibility of treachery. A large number of settlers in lonely places paid



Their Royal Highnesses the Princess Elizabeth and the Princess Margaret, preceded by Lady Kennedy, arriving for the opening of the second session of Southern Rhodesia's Sixth Parliament at Salisbury on April 7, 1947

THE RHODESIAN

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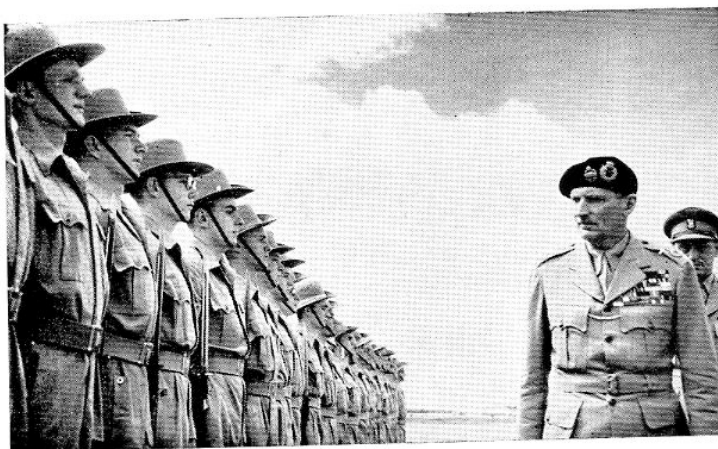
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December 1947. The Chief of the Imperial General Staff, Field Marshal Viscount Montgomery; inspecting a guard of honour drawn from the 1st Battalion the Royal Rhodesia Regiment at Belvedere airport. Behind the Field Marshal is Brigadier S. Garlake, Commander Military Forces, Southern Rhodesia.

with their lives for the general misunderstanding of Mashona psychology, which reasoned that since the Matabele must be stronger than the white man (because the Matabele punished with the assegai whereas the white man sent them to gaol, where they were fed and clothed and comfortably housed; therefore the white man sought to disguise his essential weakness by appeasement) they would drive the Whites out of the country. And when that happened the Matabele would say to the Mashonas, "You did not help us to drive out the white men, therefore you must die like the dogs you are", and would proceed to exact retribution according to custom. And so, reasoned the savage Mashona mind, we will rise against the white men, too, and be acclaimed by the Matabele as allies. Terror and sudden death stalked the land for months, each petty Mashona chieftain had to be conquered separately and it was not until late in 1897 that peace was finally restored.

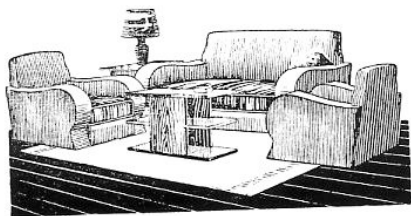
For years afterwards the Europeans were understandably mistrustful of the native, and this mistrust was fanned by one or two minor risings, or threatened risings, in various districts in the early years of the present century. The B.S.A. Company administration adopted the policy of "Leave the native alone. Do nothing that is at all likely to upset him," a policy which led them, for instance, to suppress all information about the discovery of Lobengula's burial place in 1914, so that the true story of Lobengula's death and burial in the wilds of the Wankie

district at the end of the Matabele War was not generally known until 1946. But through the years the suspicion and mistrust have gradually died down, to be replaced by a sense of confidence and a realisation that both sections comprise one population and that each is essential to the other in the development of the country they both call "Home". The advancement of the native (or "the African", as enlightened opinion prefers to call him) is an accepted part of Government policy, designed not only to improve his efficiency as an economic unit but also to raise him in the human scale, to develop his potentialities as a human being. Instead of leaving him alone, as the B.S.A. Company deemed it wise to do, the Government of today is educating him (close on £600,000 was provided for Native Education in the 1949/50 financial year), teaching him to become a more efficient farmer, improving his village life, providing him with far-flung medical services, helping him in a hundred different ways to adapt himself to the demands of modern civilisation. And in doing all this the Government has the backing of the majority public opinion in the Colony.

. . .

ATTAINING MATURITY

THAT IS A TRIBUTE TO THE OVERALL quality of Southern Rhodesia's European population—the fact that in spite of the horrors of the Matabele and Mashona Rebellions a



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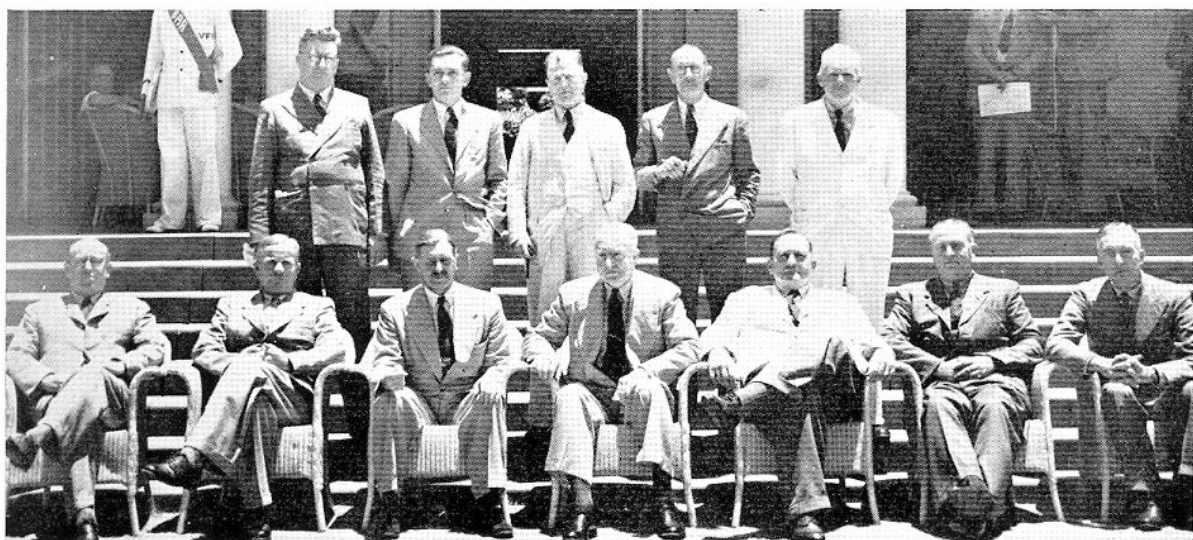
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SOUTHERN RHODESIA 1890-1950



1949—AND LOOKING AHEAD.

THE DELEGATES TO THE VICTORIA FALLS CONFERENCE ON FEDERATION OF SOUTHERN RHODESIA, NORTHERN RHODESIA AND NYASALAND.

Front row, left to right: Mr. G. Beckett (N. Rhodesia); The Hon. E. C. F. Whitehead, O.B.E. (S. Rhodesia); The Rt. Hon. Sir Godfrey Huggins, C.H., K.C.M.G. (S. Rhodesia); Sir Miles Thomas, D.F.C. (Chairman of the Conference); The Hon. R. Welensky, C.M.G., M.L.C. (N. Rhodesia); Mr. M. P. Barrow, M.L.C. (Nyasaland); Mr. G. G. S. J. Hadlow, M.L.C. (Nyasaland).

Standing, left to right: Mr. F. J. Morris (N. Rhodesia); Mr. A. A. Davis (N. Rhodesia); Mr. J. Marshall (Nyasaland); Mr. Stanley Cooke (S. Rhodesia); Captain the Hon. F. E. Harris, C.M.G., D.S.O. (S. Rhodesia).

little over 50 years ago (recent enough to be remembered by many Rhodesians of today) these conflicts have left no bitterness to poison relationships between White and Black, as similar conflicts have done in a neighbouring country. The Past is past, only the Present and still more the Future count. Rhodesians can claim with some justice that they have worthily discharged the responsibilities they undertook when they chose Responsible Government, and that the tolerance and understanding they have shown in the development of harmonious relations between Black and White qualify them for still greater responsibilities. No one will deny that there are imperfections in our race relationships, but under the guidance of Sir Godfrey Huggins, who has directed the Colony's destinies for the past 16 years and is the chief architect of our Native Policy, those imperfections are being gradually removed. Nothing is to be gained by trying to develop the African in a hurry; far better that his development should be slow but sound than that it should be rapid and ephemeral.

In the past four years, since 1946 when the flow of immigration started in earnest, Southern Rhodesia has developed more rapidly and in a larger number of directions than ever before in her brief history. The development in many ways has been startling, and revolutionary, and the Colony has been suffering from a severe attack of growing pains. But growing pains are the physical manifestation of a healthy adolescence leading to virile manhood. Southern Rhodesia is approaching that manhood. She is taking her place in the councils of the world, speaking up with the voice of independence, gaining the experience that will eventually entitle her to stand solidly on her own feet. In the last few years she has made considerable progress towards the attainment of her constitutional goal of Dominion Status, fit to rank as equal with the nations of the British Commonwealth.

That is not a bad record after only sixty years—less than the lifetime of the average man, a very brief span in the life of a country. What will the next sixty years produce? No one can say, but at least we have the satisfaction of knowing that the foundations for our future progress have been well and truly laid.